The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 951—Vol. XXIII.] LONDON, SATURDAY, NOVEMBER 12, 1853. [Price 6d.

MR. JAMES CROFTS, of No. 28, CORNHILL, MINING BROKER.

Mr. J. CROFTS begs to OFFER his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business for principals on commission.

Mr. CROFTS having resolved to extend his business, more generally in reference to DIVIDEND MINES, has on hand, or can procure, the best of those appearing in the London market, and in the columns of the *Mining Journal*, which, judiciously selected, pay the highest rate of interest of any known security.

The following PROGRESSIVE MINES are recommended for immediate investment at the present low and moderate prices :—

East Crinnis	Wheal Sydney	Great Sheba	South Towy
Wheal Dragon	West Basset	Perran Silver-lead	Wheal Golden
Wheal Idol United	Poltimore	Yeoland Consols	Tavy Consols
Wheal Male Consols	Peninsular Copper	Wheal Venton	Britannia Gold
Polbrook	Lackamore Copper	Combmartin Cons.	South Devon Cons.
Wheal Treatha	Wheal Guskus	Wheal Wrey	

Mr. CROFTS transacts every description of business through the medium of the Stock Exchange.

Hours of business :—Half-past Nine till Five, daily. Bankers—The London Joint-Stock Bank, Princes-street, City.

Closed Friday, Nov. 11, 1853, No. 28, Cornhill.

MR. JAMES LANE, MINING AGENT, 33, THREADNEEDLE STREET, LONDON (Established 10 Years), begs to inform his friends and the public, that the SHARES which he is prepared to DEAL IN are not confined to the limits of an advertisement, but would refer to the general list of the *Mining Journal*, and is in a position to TRANSACT BUSINESS in any Mine quoted in that list. Mr. LANE will furnish a list with latest prices on application.

GREAT CONSOLS (GWENNAP).—Mr. H. B. RYE is a SELLER of ONE HALF SHARE in the above MINES for £50. And is a BUYER of the following, viz. :—

North Wh. Frances	Dolcoath	Levant | Tincroft	Wheal Trefusis	
Trevean	Wheal Chiverton	Wheal Basset	South Caradon	
East Wheal Alfred	Lelant Consols	Grambl. & St. Aubyn	West Caradon	
Wheatall	Wh. Kitty (Uny Lel.)	Wheal Margaret	Treleigh Consols	
Bal's Kitchen	Gonamena	Wheal Mary Ann	North Downs	

Old Broad-street, London, Nov. 11, 1853.

CAR CONSOLS MINES.—Mr. W. CHARLES has SHARES FOR SALE in the above valuable MINES; and also in the following :—viz., Halamanning and Croft Gothal, North Frances, Bodmin United, Great Hewas, West Par Consols, Perran United, Wheal Tehidy, St. Blazey Consols, West Crinnis, East Caradon, and others.

Mr. CHARLES is a BUYER in Marke Valley, West Fowey Consols, Great Crinnis, Wheal Tin, and others.

Mr. CHARLES is now VISITING some MINERAL PROPERTY in BELGIUM, but intends to RETURN to town before Tuesday next.—27, Austinfriars, London.

MR. R. C. MANUEL, MINING OFFICES, No. 26, AUSTINFRIARS, LONDON.

Mr. MANUEL's offices are expressly adapted for the use of companies and committees conducting their business in London; he advises in the technical, financial, and general arrangements of companies, conformably with the Cost-book System; and has also made arrangements whereby he is enabled to undertake the entire superintendence and management of mines, the laying out and erecting every kind of mining machinery, inspecting and reporting on mines and all mineral property.—Offices of the Great Crinnis Copper Mine, Union Tin Mine, West Wheal Buller Tin Mine, &c. 26, Austinfriars, London.

MR. MANUEL is NOW on a TOUR OF INSPECTION of MINERAL PROPERTY in BELGIUM, and will RETURN to town in a FEW DAYS.—26, Austinfriars, London.

MR. GEORGE SPRATLEY TRANSACTS BUSINESS in all BRITISH and FOREIGN MINES. No. 2, WINCHESTER BUILDINGS, LONDON.

INVESTMENT FOR CAPITAL.—Messrs. POWELL and COOKE, MINING AGENTS, No. 1, CROWN COURT, THREADNEEDLE STREET, LONDON, beg to direct the attention of capitalists to the present almost UNPRECEDENTED OPPORTUNITY for INVESTMENT of CAPITAL in DIVIDEND MINES, paying regularly from 12½ to 20 per cent. per annum; also, in legitimate PROGRESSIVE MINES, many of which, from their present prospects and prices, offer an opportunity scarcely approaching to speculation.

Any property, whether dividend or progressive, if judiciously selected, seldom fails to become remunerative; and Messrs. Powell and Cooke will feel much pleasure in assisting parties to such selection, feeling convinced of giving satisfaction to those in whose confidence they may be entrusted.

Bankers—Commercial Bank of London, Lothbury.

MR. JAMES FOX, NEW CITY CHAMBERS, 121, BISHOPSGATE-STREET, has FOR SALE :—50 Lackamore, 10s.; 50 Black Craig, £1; 30 Gorn, 12s. 6d.; 20 Blaenavon Iron and Coal, £12; 30 Bronfloyd, 15s.; 50 Tresaulin, 6s. 6d.; 50 Lydford Consols, 3s.; 50 Trebell, 4s. 6d.; 100 Treseliyan, 2s. 6d.; 25 Wheal Victoria, 5s.; 30 Wheal Golden, £2 5s.; 5 Alfred Consols, £9 Whitford, 5s.; 20 Wheal Wrey, £1 5s. And is a BUYER of Hope Valley, Caradon, Tremayne, Kirkcudbright, Union Tin, Britannia.

English and Foreign Securities of every description bought and sold.

MR. HENRY GOULD SHARP, MINING SHARE DEALER, begs to call the attention of the public to the following MINES, being the most promising for investment :—

Wheal Consols	Fat-work & Wh. Virt.	North Downs	Treweatha
Wheal Gold Consols	Great Polgooth	Prince Albert Cons.	Tryphena
Wheal Seton Consols	Great Crinnis	Perran Silver-Lead	Union Tin
Wheal Bassa	Gawton United	Poltimore	West Phœnix
Wheal Bedford United	Great Sheba	Borrington Consols	West Providence
Wheal Bal	Lelant Consols	South Crenver	West Alfred Consols
Wheal Dinas	Leeds Town	South Caradon	Wheal Golden
Wheal Kitchen	Molland	South Tamar	Wheal Eckley
Wheal Haven	Marke Valley	Sydney Godolphin	Wheal Prockter
Wheal & Courtenay	Mary Ann	Silver Brook	Wheal Zion
Wheal Kapunda	Mount Alexander	St. Austell Consols	Wheal Wrey
Wheal Russell	Mixon Great Consols	Tamar Maria	Wheal Uny
Wheal Damar	North Towey	Tavy Consols	Wheal James
Wheal Frank	North Damsel	Tassan Lead	Wheal Gill
Wheal Unorn	North Tamar	Trehane	Yeoland Consols

Mr. H. G. SHARP can BUY and SELL every description of STOCKS and SHARES at the closest prices of the day.

All instructions will receive immediate attention. Every information given, letters punctually attended to.—Hall of Commerce, London, Nov. 11, 1853.

MR. JOHN S. LANE, No. 32, POULTRY, LONDON, begs to inform the public that he is in a position to OFFER SHARES at the following PRICES :—

Alfred Consols, £26¾.	Loveden United, 11s.	Treleigh Consols, £2¾.
Bal Consols, 6s.	Merllyn, £3¾.	Tremollett Down, 3s. 6d.
Bold Consols, 5s.	Molland, 5s. 3d.	Tryphena, £3¼.
Bon Consols, £1 2s.	Monarch, 6s. 6d.	Treseliyan Consols, 5s. 6d.
Craig, £3.	Mixon Great Cons., 12s.	Trannack & Bosence, £7.
Bal Lanarth, £9¾.	North Wh. Robert, £7.	Tamar Consols, £2.
Maria, 15s. 6d.	North Damsel, 10s.	Treweatha, £3½.
Bal, £5¾.	North Tamar, 6s. 6d.	Victoria, 9s.
Bal United, £7¼.	North Towy, 17s. 6d.	Wellington, £4.
Bal, £3½.	North Downs, £4.	Wheal Golden, £2.
Bal.	North Wh. Trelawny, £6½.	Wheal Norris, 6s.
Bal Dinas, 6s.	Perran Wh. Jane, 22s.	Wheal Eckley, 13s. 6d.
Bal Wood, 4s.	Perran Silver-Lead, 12s.	Wheal Mary Ann, £43.
Bal Martin Consols, 4s.	Perran Wh. Alfred, 13s. 6d.	Wheal James, £1.
Bal wyn, 6s. 6d.	Porkellis, £10.	Wheal Zion, £3¼.
Bal, £1¾.	Prince Albert Cons., £2¼.	Wheal Prockter, 16s.
Bal Kitchen, £3¼.	Peninsular Min. Co., 12s.	Wheal Robert, 7s.
Bal Uren, £10¾.	Borrington Consols, 12s. 6d.	Wheal Katharine, 16s.
Bal Choke, 12s. 6d.	South Crenver, £4.	Wheal Wrey, 24s.
Bal Kapunda, £1¾.	South Towey, 5s.	Wheal Gill, £3.
Bal Court., £1 1s.	South Russell, 7s. 6d.	Wheal Samson, £1 5s.
Great Copper, 7s. 6d.	South Wh. Yeoland, 14s. 6d.	Wheal Lemon, £3.
Seton & Maude, £3.	South Plain Wood, 8s.	Wheal Surprise, 6s.
Wheal Russell, £2¾.	Silver Brook, £1 5s.	West Wh. Edward, 10s.
Bal Sworn, 6s. 6d.	Sourton Consols, 6s.	West Carpenter, 6s.
Wheal Vor, 14s.	St. Austell Cons., £1 5s.	West Phœnix, £10¾.
Brook, £95.	Sydney, £8¼.	West Providence, £40.
Bal Lead, 14s.	Sydney Godolphin, £4.	West Alfred Consols, £10⅛.
Britannis, £1 2s. 9d.	Trebell, 4s. 6d.	West Basset, £14½.
Wheal Hugo, 9s. 3d.	Tassan Lead, 5s.	Weston, £1¼.
Bon Consols, 17s.	Tavy Consols, £2¼.	Worthing, 6s.
Bal & Baring, 7s.	Trehane, £11.	Whitford, 8s. 6d.
Bal £19.	Tamar Maria, 4s. 6d.	Wheal Uny, £9½.
Bal 17s. 6d.	Trevallick, 5s.	Yeoland Consols, £5½.

Parties in the country wishing to purchase in any of the above mines will please mention the number of shares they require, otherwise no notice can be taken of application. Any instructions to buy or sell shall be punctually attended to.

Mr. LANE is a BUYER of Poltimore, Wheal Mary Ann, Treweatha, Great Hewas, East Sheba Consols, Boringdon Consols, Eckley, South Caradon, Wh. Edward, Wheal Guy, &c.

MINING PROPERTY.—Mr. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following :—

Great Devon Consols	Mary Anne	Carn Brea	Wheal Trehane
South Tamar	South Basset	Treviskey	Cobre
Bedford United	North Pool	West Caradon	Alten
Trelawny	Wheal Seton	South Caradon	St. John del Rey

And has also FOR SALE SHARES in MINES having a PROMISING APPEARANCE, and affording greater range for speculation, such as—

Tamar	Treleigh	Wheal Norris	Halamanning & Croft
East Russell	North Basset	North Damsel	Gothal
Stray Park	West Basset	Tincroft	Wheal Uny
North Downs	Hingston Down	Wheal Harriett	Copiapo
East Buller	Trefusis	Wheal Cupid	

Mining Offices, 33, Clement's-lane, Lombard-street.

INVESTMENTS IN ENGLISH DIVIDEND MINES.—The subscribers have always ON SALE SHARES in the safest DIVIDEND MINES, which will pay present purchasers from 15 to 20 per cent. per annum; and also SHARES in very PROMISING MINES, which, in all probability, will soon pay dividends, and considerably improve in value.—JAMES STEVENS TRIPP and Co., mining agents, 33, Clement's-lane, Lombard-street. Established 1839.

MR. R. TRIPP has FOR SALE SHARES in the BEST DIVIDEND MINES, which are paying to purchasers 15 to 30 per cent. per annum; and also in legitimate PROGRESSING MINES, under first-rate management, about to declare dividends (no others will be recommended); which with the GOLD, MINING, RAILWAY, WATER, INSURANCE SHARES, &c., DEALT IN, at the closest market prices. Loans negociated on dividend-paying stocks, &c., to any amount. Mining and Share Offices, St. Michael's Chambers, 42, Cornhill, London.

BRITISH AND FOREIGN FUNDS, RAILWAYS, MINING, JOINT-STOCK BANKS, and INSURANCE SHAREHOLDERS, are informed that every description of STOCK and SHARES continue to be BOUGHT and SOLD, either for money or time, at market prices; or cash advances made thereon for limited periods. Country communications have prompt attention, and every information afforded to parties seeking investment or speculation, by Messrs. DICKINSON and CO., 114, Bishopsgate-street, corner of Threadneedle-street, London.

MR. CAREY, MINING AGENT, TRANSACTS BUSINESS in BRITISH and FOREIGN MINES, in INSURANCE, BANKING, and RAILWAY SHARES, at the closest prices of the day.

Mr. CAREY takes leave to call the attention of his friends and the public to the present depressed state of the mining share market, as affording a favourable opportunity to capitalists and speculators of realising large profits on a moderate outlay.

18, Great Bell-alley, Moorgate-street, City.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER, 21, THREADNEEDLE STREET.

Mr. REYNOLDS has BUSINESS TO TRANSACT in the following MINES :—

Agua Fria	East Wheal Russell	Peninsular Min. Co.	Venton
Alfred Consols	Esgair Llee	Penilyne Court	Wellington
Anglo-Californian	Exmoor Eliza	Penzance Consols	West Abraham
Asa and Craigiog	Four Dargue (Cum.)	Perran (silver-lead)	West Alfred Consols
Balmoon | Beacon	Garreg	Perran St. George	West Basset
Bedford United	Gawton United	Phœnix Great Cons.	West Caradon
Bell and Lanarth	Gillmar	Poltimore	West Crinnis
Bicton Consols	Gonamena	Port Phil. & Col. Gold	West Damsel
Black Craig	Grambl. & St. Aubyn	Prince Albert	West Darlington
Bodmin Consols	Great Beam	Quintrell Downs	West Ding Dong
Boringdon Consols	Great Bryn Consols	Raleigh	West Stray Park
Boscaswell Downs	Great Crinnis	Red Dragon	W. Phœnix (free sh.)
Boscean	Gt. Nugget Vein Co.	Rix Hill	West Providence
Botallack	Great Phœnix Cons.	Round Hill (Salop)	West Russell
Bottle Hill	Great Sheba Consols	Sidney Godolphin	West Seton
Brewer	Great Work	Silver Valley	West Sharp Tor
Bridford Consols	Great Wheal Alfred	Sourton Consols	West Treasury
Britannia Gold & Cop.	Great Wh. Baddern	South Caradon	West Trethellan
Bronfloyd	Great Wheal Fortune	South Carn Brea	West Wheal Alfred
Burra Burra (Austr.)	Great Wheal Vor	South Condurrow	West Wheal Frances
Butterdon	Gwallon	South Frances	West Wheal Robina
Callington	Halamanning	South of Scotland	West Wheal Russell
Calstock Consols	Havon & Henfliwch	South Tamar	West Wh. Treasury
Caradon Wood	Herodsfoot	South Tolgus	Weston
Carn Brea	Irish Con. Mining Co.	South Towey	Wheal Angusta
Carsons Creek	Kenneggy	South-West Phœnix	Wheal Brewer
Carvannall	Kilbricken	South Wheal Basset	Wheal Buller
Castle Dinas	Leeds and St. Aubyn	South Wheal Lovel	Wheal Catherine
Cathedral	Leeds Town Consols	South Wheal Russell	Wheal Carpenter
Clive | Colonial	Lelant Consols	Spearne Consols	Wheal Comford
Combmartin Consols	Levant	Speedwell	Wheal Clifford
Comford	Lewis	St. Aubyn & Grylls	Wheal Gillis
Condurrow	Linares	St. Day United	Wheal Golden
Coniston United	Little Duke	St. Ive's Consols	Wh. Ellen (Breage)
Cook's Kitchen	Marke Valley	Stoke Climsland Con.	Wh. Enys (Wendron)
Copper Hill	Mary Ann	Stray Park	Wheal Fanny
Craddock Moor	Mendip Hills	Swanpool	Wheal Fatwork
Crane and Bejawns	Merllyn | Michell	Tamar Consols	Wh. Fort. (Breage)
Crow Hill | Cubert	Mill Pool	Tavy Consols	Wheal James
Cwm Darren	Mixon	Tees Side	Wheal Jane
Cwm Erfin	Molland	Terthevy	Wheal Kitty
Dairhiew | Darren	Mostyn	Thomas's United	Wh. Kitty (St. Agnes)
Devon Burra Burra	Nansegollan	Tincroft	Wheal Lemon
Devon Cons. North	Nantile Vale (slate)	Trannack & Bosence	Wheal Lovel
Devon Great Consols	Nant-y-Car	Trebarvah	Wheal Plenty
Devon Kapunda	Neptune	Trebell Consols	Wheal Prockter
Devon United	North Basset	Trefusis	Wheal Russell
Dolcoath	North Buller	Trehane	Wheal Reeth
Duke of Cornwall	North Caradon	Trelawny	Wheal Robin
Dyingwin	North Cornwall	Treloweth	Wheal Samson
East Alfred Consols	North Damsel	Trelusbeck	Wheal Seton
East Basset	North Frances	Tresavean	Wheal Squire
East Black Craig	North Levant	Trethellan	Wheal Surprise
East Wheal Crofty	North Pool	Trevena	Wheal Tehidy
East Darren	North Roskear	Trevelyan	Wheal Trebarvah
East Frongoch	North Wheal Robert	Treviskey & Barrier	Wheal Trefusis
East Halamanning	North Wh. Trelawny	Tristem	Wheal Trelawny
East Margaret	Nouveau Monde	Trumpet Consols	Wheal Tremayne
East Pool	Okel Tor	Tyn-y-Worglod (sl.)	Wheal Tryphena
East Russell	Old Wheal Basset	Tywardreath	Wheal Seton
East Seton & Maude	Orsedd	Tywarnhayle	Wheal Uny
East Tamar	Par Consols	Ulpha United	Wheal Wrey
East Tolgus	Parkwyn & Carwals.	Union Tin	Wheal Zion
East Wheal Buller	Pembr. & E. Crinnis	Unity Consols	Whitford
East Wheal Reeth	Pendarv. & St. Aubyn	United Mines (Tav.)	Wood Mine
East Wheal Rose	Penhale Consols	United Mines (Gwe.)	Wrygsan (slate)

And SHARES FOR SALE in the West Cornwall Railway.

The present period offers to capitalists an opportunity which rarely occurs for PURCHASING in DIVIDEND-PAYING MINES, as well as in PROGRESSIVE MINES, the former paying dividends not less than 15 per cent., and the latter by a considerable increase of profit on the improved value of the property. Mr. J. J. REYNOLDS is at all times in a position to FURNISH the most ACCURATE INFORMATION for the guidance of capitalists, and to effect PURCHASES or SALES on stock of every description, upon the best possible terms, on the usual commission.

Mines inspected by agents of experience and high respectability in any part of the kingdom within the shortest notice.—Nov. 11, 1853.

GOLD, MINING, RAILWAY SHARES, &c.—Messrs. KENWORTHY and CO. TRANSACT BUSINESS in ALL DESCRIPTIONS of STOCKS at the CLOSEST PRICES of the day; and ADVISE (CONFIDENTIALLY) with parties as to the best means of employing spare capital, either for speculation or permanent investment, whereby CERTAIN RETURNS are assured. Country interrogations promptly replied to.—Address, or apply, Kenworthy and Co., 37, Old Broad-street, City.

MINING OFFICES, 7, GEORGE YARD, LOMBARD STREET, LONDON.—WILLIAM HUNSLEY FOX OFFERS HIS SERVICES to parties interested in MINES, HOME or FOREIGN. The present depressed state of the English market presents an unprecedented opportunity for profitable investment. Every information given, and lists of prices furnished on application.

MINING INVESTMENT.—T. FULLER and CO., 51, THREADNEEDLE-STREET, LONDON, beg to call attention to the favourable opportunity of INVESTING in BRITISH MINES, particularly in those dividing their profits every two or three months, which average from 15 to 20 per cent., with every prospect of continuance, and being free from fluctuation, such as Consols, railway, and other securities; and respectfully direct attention to the PURCHASE of SHARES in many PROGRESSIVE MINES, being in full operation, with efficient machinery, &c., for the development and bringing the same into a profitable state of working, which, at present prices, cannot fail to remunerate all who invest; a careful selection of such alone can be obtained by a daily communication with agents of high scientific and practical experience of the principal mines in Devon, Cornwall, and Wales.

T. FULLER and Co. will furnish every information to capitalists, either personally or by letter, and can effect purchases or sales of every description.

GEORGE MOORE, BROKER, No. 32, NICHOLAS LANE, LOMBARD STREET, has for SALE—

100 Boringdon Consols	50 North Damsel	100 Wood Mine
50 Caradon Wood	100 Perran Silver Lead	50 West Carpenter
1 Eaglebrook	5 Pen-y-Gelli	40 Wheal Treasury
50 Exmoor Eliza	30 Penhale	100 Wheal Peru
100 East Vor	100 Quintrell Downs	50 Wheal Golden
70 Lackamore	200 Stoke Climsland West	20 Yeoland
	10 Tavy Consols	

And will BUY East Russell and Wheal Kitty (St. Agnes).

Every description of mining property bought or sold for the usual brokerage.

BRITISH AND FOREIGN FUNDS, RAILWAY, AND MINING SHARES BOUGHT OR SOLD FOR LONG OR SHORT PERIODS.—Authentic records and statistics, showing the *status* and prospects of these securities, together with the leading features and ingredients of the money market, which for a time affect their value, are correctly compiled for the use of principals, the undersigned making it his care so to analyse the official accounts, and to collect such facts as will aid capitalists in forming a correct judgment in their investments, and materially guide them in their speculations.

MINING SHARES are greatly depressed, not only by the causes affecting other securities, but also by the numerous new adventures which have deluged the market, and been followed up with frequent calls, obliging holders of *bona fide* and intrinsically valuable mines to sell their shares; but these circumstances afford most favourable opportunities for making very advantageous investments in the latter kind, correct information of which can be obtained on application to

E. H. TRIPP, Castle-court Chambers, Birchin-lane.

MR. E. H. TRIPP is prepared to DEAL in the following, at the CURRENT MARKET PRICES, viz. :—

Alfred Consols	Condurrow	New So. Wales Coal	Union Tin
Botallack	Linares	Nant-y-Car	West Basset
Bedford United	New So. Wales Gold	Poltimore	Trehane
			Wheal Golden

Castle-court Chambers, Birchin-lane.

COBALT AND NICKEL.—ALFRED SENIOR MERRY, REFINER AND PURCHASER OF COBALT AND NICKEL ORES, AND ASSAYER IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale :—

REFINED METALLIC NICKEL. \| OXIDE OF COBALT. [WIRE, &c.
REFINED METALLIC BISMUTH. \| GERMAN SILVER—IN INGOTS, SHEET.

NICKEL AND COBALT ORES PURCHASED.

IBBOTSON BROTHERS AND CO., SHEFFIELD, STEEL AND FILE WORKS; also COMMISSION MERCHANTS for the SALE and PURCHASE of every description of MACHINES and MACHINERY, and every article used by engineers, too numerous to enumerate in an advertisement.

MR. THOMAS EDINGTON (lately Senior Partner of the Phœnix Ironworks, Glasgow), IRON MERCHANT AND CONTRACTOR, INSPECTOR OF RAILWAY BARS AND CASTINGS, No. 17, GORDON STREET, GLASGOW.

TO RAILWAY COMPANIES, CONTRACTORS, &c.—JAMES LAWRIE and CO., COUSIN LANE, UPPER THAMES STREET, supply RAILWAY CHAIRS and SLEEPERS, FISHING PIECES, BOLTS and NUTS, SPIKES, and TIE BARS, COLUMNS, GIRDERS, SOCKET PIPES, and all kinds of IRON CASTINGS. Also, HENDERSON'S PATENT DERRICK CRANES.

TO TIN SMELTERS.—WANTED, an AGENCY by an WHOLESALE METAL WAREHOUSE in SHEFFIELD. Security to any amount can be given.—Address, "W.," *Mining Journal* office, 26, Fleet-street, London.

TO TIMBER MERCHANTS.—WANTED, from 1000 to 3000 ft. of RED PINE TIMBER, in sizes of 8—12×14 in. square, and 20 to 40 ft. long, free from knots and shakes; also, a large quantity of BALTIC TIMBER of best quality, for building purposes, to be delivered either at Tiverton Town or Barnstaple.—Apply by letter, with details, to the secretary, at the offices of the Poltimore Copper and Gold Mining Company, No. 50, Pall Mall.

EIGHT THOUSAND POUNDS AT EIGHT PER CENT. FOR A TERM.—WANTED, ON MORTGAGE (by way of redeemable annuity), the ABOVE SUM, on security of highly important and valuable property.—Address by letter, post paid, to James MacCabe, Esq., 2, Great Scotland-yard, Whitehall.

INVESTMENTS IN IRELAND.—Messrs. TOWNSEND and LOCKE FURNISH OPINIONS, &c., on the AGRICULTURAL VALUE and MINERAL RESOURCES of ESTATES FOR SALE.—48, Sackville-street, Dublin, N.B. Estates to the value of £1,300,000 to be sold in November and December.

MR. LELEAN, No. 76, KING WILLIAM STREET, CITY, TRANSACTS BUSINESS in HOME and FOREIGN MINES, INSURANCE, BANKING, RAILWAY, and other SHARES.

MINING OFFICES, ST. JUST, NEAR PENZANCE.—Mr. CARTHEW, MINING AGENT, ST. JUST, CORNWALL, having for many years a practical local knowledge of Cornish mines, is at all times in a position to ADVISE CAPITALISTS on MINING SHARES.

Mines inspected by the most experienced agents at the shortest notice.

MINING OFFICES, PENZANCE.—Mr. T. W. SOADY, MINING SHAREBROKER, PENZANCE, CORNWALL, having a practical local knowledge of Cornish mines, is at all times in a position to ADVISE CAPITALISTS on MINING SHARES, as to what is exceptionable, or otherwise; also when they should buy and sell.

MR. TYACK, MINE BROKER, CAMBORNE, from his situation in the best mining district in the county, together with his daily opportunities of increased experience, is well adapted to GIVE ADVICE to CAPITALISTS disposed to invest in MINING; considering the present time, a good and favourable opportunity to invest. Mines inspected by the most experienced agents.

MESSRS. HENWOOD AND CO., MINE AGENTS AND SURVEYORS, LEEDS, OFFER THEIR SERVICES to parties embarking in MINING, and are prepared to give advice on all the leading speculations of the day. Offices of the Pencorse Consols, Copper, Zinc, and Lead Mining Company, &c. Telegraph-yard, Leeds.

MESSRS. HARRISON AND BRERETON, MINING BROKERS, 32, CASTLE STREET, LIVERPOOL.

MR. RICHARD HAWKE, MINE SHARE BROKER, LISKEARD, CORNWALL.

CROKER BROTHERS, STOCK and SHAREBROKERS PLYMOUTH.

MR. E. GOMPERS, MINING SHARE DEALER, 11, SCARBOROUGH STREET, GOODMAN'S FIELDS, LONDON.

MESSRS. GREEN AND SON, MINING ACCOUNTANTS, 9, UNION COURT, OLD BROAD STREET.

MR. JOSEPH WM. OLIVER, DEALER IN MINING SHARES, 75, OLD BROAD STREET, LONDON.

MINING OFFICES, No. 5, UNION COURT, OLD BROAD STREET, LONDON.—Mr. G. BUDGE begs to inform his friends and the public that he will be glad to RECEIVE their ORDERS for the BUYING and SELLING of all description of MINING PROPERTY, at the closest prices of the day.

MESSRS. HARRISON AND BRERETON beg to intimate to their friends and the public generally, that the following MINES have been RECONSTITUTED, and are now CARRIED ON under the management of eight persons, upon strictly Cost-book Principles, all free shares having been withdrawn; they stand as follows :—

Great Onslow Consolidated Mines, Camelford, divided into	25,000	shares.
Penquean Slate Quarries, St. Breock	20,000	,,
Perran Consolidated Mines, Perranuthnoe	15,000	,,
Mount's Bay Consolidated Mines, Marazion	12,000	,,

Messrs. Harrison and Brereton have ON SALE a FEW SHARES in the following DIVIDEND-PAYING and PROMISING MINES :—

Trehane Silver-Lead Mine, Menheniot, divided into	102½	shares.
South Crenver Copper Mine, Crowan	5000	,,
East Bosorn Tin and Cooper Mine, St. Just	6000	,,
North Wheal Trelawny Silver-Lead Mine, Menheniot	1060	,,
Ludcott Silver-Lead Mine, Menheniot	1200	,,
Lonsdale Silver-Lead Mine, Cumberland	2100	,,

Cornwall Mining Offices, 32, Castle-street, Liverpool, Nov. 7, 1853.

THE LUDGVAN LEASE TIN MINING COMPANY.

ST. IVES, CORNWALL.—On the "COST-BOOK SYSTEM."

Capital £10,000, in 20,000 shares of 10s. each, all paid up, without further call or liability.

DIRECTORS.

JAMES BISHOP CARR, Esq., 6, St. James's-square, Notting-hill; and Godstow, Oxfordshire.
RICHARD WILDRIDGE ALMOR, Esq., Crouch End, Middlesex.
EDWARD ASHTON, Esq., 4, Charlotte-street, Fitzroy-square.
JOHN WILLIAM McKIERNAN, Esq., Ursula Cottage, Gravesend. 46
(With power to add to their number.)

MINING BROKERS—Messrs. Dickinson and Co., 114, Bishopsgate-street.
SECRETARY AND PURSER (pro tem.)—Mr. Robert Hounsell.

OFFICES,—114, BISHOPSGATE STREET.

This mine is situate in the parish of St. Ives, in the county of Cornwall. The sett is extensive, and held from the Countess-Dowager of Sandwich and His Grace the Duke of Cleveland for 21 years, at 1-18th dues. The rock within the limits of the sett is decomposed granite, is intersected by several east and west tin lodes of the richest quality, and is immediately west of St. Ives Consols rich tin mine, which has yielded upwards of £100,000 profit. The district is thoroughly metalliferous, and so universal is the success and prosperity of mines in this neighbourhood, that scarcely a vein can be found which, on being worked, does not yield beyond all expectations.

Three lodes have been discovered and operated upon, producing good stones of tin; these preliminary operations satisfy the present proprietors that the yield of ore would be almost inexhaustible and very rich. The opinions of the experienced mining engineers who have carefully examined the sett are considered sufficient to justify the statement, that it must prove a most profitable investment.

REPORT OF MR. WILLIAM FITZE.

St. Ives, Cornwall, Sept. 1, 1853.—This mineral property comprises an extensive sett, containing several rich lodes of tin ore, immediately west of St. Ives Consols Tin Mine, and is entirely in granite, similar to the best tin mines in Cornwall, and the lodes present the most favourable indications. All experienced miners in the neighbourhood have expressed the highest opinion of this property, and, from my own personal knowledge, I have no hesitation in stating, that if properly worked large profits will be realised with a comparatively small outlay. I would remark that I accompanied Mr. Evan Hopkins and Mr. Matthew Francis on this ground, and both these gentlemen were of opinion that this sett contains a large deposit of tin.

WILLIAM FITZE.

To prevent any but *bona fide* applicants applying for shares in this legitimate undertaking, the directors have prepared the scrip certificates ready for delivery; therefore parties desirous of investing will be furnished with the number of shares they wish to take at the time of making the application.

Application for shares may be made in the accompanying form to Mr. Robert Hounsell, secretary and purser (pro tem.); to the brokers of the company, at the offices, 114, Bishopsgate-street; or to the following stock and sharebrokers:—Messrs. Kenworthy and Co., 37, Old Broad-street; Messrs. Henwood and Co. Leeds; J. Jury, Exeter; W. H. Brumby, Bath.

To the Directors of the Ludgvan Lease Tin Mining Company, 114, Bishopsgate-street.

GENTLEMEN,—I will thank you to receive the sum of £ , being the amount of shares of 10s. each, and to deliver or forward me scrip certificates for the amount paid thereon in the above undertaking.

Name .....
Address .....

TO THE SHAREHOLDERS OF THE MINING AND EX-MINING COMPANIES IN WHICH MR. J. DISTON POWLES IS A DIRECTOR.

"It was a special quality among the many admirable qualities possessed by Mr. Pecksniff, that the more he was found out the more hypocrisy he practised. Let him be discomfited in one quarter, and he refreshed and recompensed himself by carrying on the war into another. If his workings and windings were detected by A, so much the greater reason was there for practising without loss of time on B, if it were only to keep his hand in."—*Martin Chuzzlewit*, chap. xliii. 47

As hypocrisy towards the public is always a legitimate object for censure, I feel that I did the state some service by my advertisement in the *Mining Journal* of the 28th of August, 1852, headed, "A Few Facts with reference to the Columbian Mining Association, the New Granada Company, the Marmato Gold Company, the Santa Ana, and the Mariquita Companies." And I need scarcely remind the shareholders in the first-named association how completely I proved that, as a body, they were jockied in 1848 out of their valuable Marmato Mines, and how the evidence I adduced tended also to show that Mr. John Diston Powles had been the prime actor in those well-concerted preliminaries, the result of which was to hand over to an insignificant little company, chiefly of his own getting up, and at a price of £6000, the aforesaid valuable mines, together with their 12 expensive stamping mills, upon which mines and mills the Columbian Mining Association had then expended about £200,000 sterling. It is true that in the *Mining Journal* of the following week there was a reply attempted by the present secretary of the Mariquita Company, a thick and thin supporter of Mr. John Diston Powles, and secretary, I believe, in succession to *all* the above-named companies. But Mr. Secretary's quixotic attempt to wash the blackamoor white ended, as all such attempts since the flood have ended, in a useless waste of suds and soda; indeed, my rejoinder which appeared in the *Mining Journal* of the 30th of October, 1852, so thoroughly upset the shuffles and shams of the defence in question, that both the secretary and his principal have remained ever since silenced and dumbfoundered.

I should not, however, refer so much at large to these past matters, had not the concluding paragraph of the secretary's reply contained, evidently on behalf of his principal, the following threat:—

"'Covin doth suffocate right,' is the motto with which Mr. Richardson begins. It is equally true that 'slander does sometimes suffocate truth.' I will take the liberty then, in conclusion, to point out to Mr. Richardson a straightforward course for him to follow. Let him openly and plainly state that he *does* mean to charge fraud on the part of the parties concerned in these proceedings, and then, I dare say, means will be found to give him an opportunity of proving his assertions before a jury of his countrymen."

These are brave words; but to be carried out in practice require that strongest of all breastplates—an untainted conscience. And I need only refer to my advertisement in the *Mining Journal* of the 30th of April last, addressed to my fellow-shareholders, and headed, "The Anglo-Mexican Mining Association," in order to show that since the above threat was fulminated, I *have* delivered a very *straightforward, open*, and *plain* opinion with respect to Mr. John Diston Powles's directorial demerits towards the shareholders of the association in question, and especially with respect to that illegal loan for £6500, granted to the Mexican and South American Company out of the funds of the Anglo-Mexican Mining Association in November, 1846, which loan was not only a direct violation of the Anglo-Mexican Mining Association's Deed of Settlement, but was, I repeat, a juggle on the part of those directors (parties to the transaction) who had at that time a seat in the direction both of the lending and of the borrowing companies, and who were, therefore, fully cognisant of the then ricketty position * of the finances of the Mexican and South American Company. And I would here add, that as Mr. John Diston Powles is by much the most prominent of the two directors so situated, he has now the opportunity afforded him of proceeding with the threatened action; and I can assure him, despite the nonsensical parody above quoted, that I am quite ready to prove before a jury of my countrymen the *truth* of everything I have written in the *Mining Journal* with reference to Mr. J. Diston Powles's conduct towards the shareholders of the Anglo-Mexican Mining Association as soon as ever Mr. Powles tries to prove what he miscalls the *slander*.

Yet this identical Mr. J. Diston Powles—who, by his six months' silence, has tacitly admitted the justice of my statement in the *Mining Journal* of the 30th of April last—has of late years boldly assumed that the memory of the public has become so dulled to his past directorial achievements, that he may try on the same games with a fresh generation, and may start a whole batch of new companies as coolly as if he had been the most successful, instead of one of the most unsuccessful† in existence, of the concoctors of mining companies; in other words, since 1850 Mr. J. Diston Powles has been the most active promoter of four new concerns,‡ which, unless the shareholders thereof bestir themselves, are likely to be carried on in much the same reckless and extravagant way as the old defunct mining companies above referred to were. Let the shareholders of the new companies then recollect, that under analogous circumstances, "the things that were yesterday shall be to-morrow," and that to avoid this danger they must act in all things the reverse of the unlucky shareholders in the defunct companies aforesaid, who, deceived by a "spendthrift tongue," deferred until it was too late for all enquiry as to the true state of their affairs.

I rejoice, however, to learn that the Mariquita shareholders have already taken a warning from the past; and, as a first step, have wisely cut down by half the money value placed by the Mariquita board upon its own services. A few more examples of this kind—

"Esuriente leoni, ex ore exculpere prædam,"

will do more than anything, except legislative enactment, can do, to check those hungry and thirsty schemers who so often avail themselves of cycles of commercial prosperity to run a muck at the pockets of the speculative and the unwary.

CHR. RICHARDSON, of Lincoln's Inn.

15, Charles-street, St. James's, Nov. 8, 1853.

* PROOF.—The Mexican and South American Company was unable during 1847, 1848, 1849, and 1850, to pay one farthing of the *annual interest of* £325 upon the £6500 advanced, as aforesaid, by the Anglo-Mexican Mining Association in November, 1846; and it was not until the beginning of 1851, and *after* I had given a formal intimation that I should bring the matter before a Court of Equity, that the debt was settled, the principal and interest being then secured by a series of monthly acceptances given for its gradual liquidation. Some of these acceptances, however, were not, in the first instance, paid when due, a fact kept back for some time even from the knowledge of the committee of winding up.

† The solitary successful old mining company which has Mr. J. Diston Powles for a director is the St. John del Rey. But by reference to a circular addressed to its shareholders in October, 1849, by the then secretary, Mr. Wm. Routh, it will be seen how much of the company's prosperity was due to his father, the late Mr. John Routh, who was then appointed the managing director, and was a vigorous opponent of the monopolising policy of the chairman. The names of the unsuccessful mining companies with which Mr. J. Diston Powles has been connected as an active director are legion.

1. The Anglo-Mexican Mining Association.	4. The New Granada Mining Co. of 1834.
2. The Columbian Mining Association.	5. The Chilian Mining Company.
3. The Zacatecas Mining Company.	6. The Minas Geraes Mining Company.

Three of these companies have sunk both "stock and block;" and not one of them during their respective careers ever paid a dividend, except the Columbian Mining Association, which paid one dividend of 10s. per share, during 24 years of active mining operations; but then, to make amends for this extravagance, it has never divided, since the association was broken up in 1848, one sixpence of assets out of its half million of sunk capital; neither has the Minas Geraes Company, nor the New Granada Company.

‡ The four new companies here referred to are—

1. The Mariquita Mining Company.	3. The Port Philip Company.
2. The English and Australian Copper Co.	4. The Magdalena Steam Navigation Co.

HOOPING-COUGH, ASTHMA, SORE THROATS, COUGHS, SHORTNESS of BREATH, HOARSENESS, WHEEZING, DISPERSION of PHLEGM, and all complaints of the Chest and Lungs Immediately Cured by CROSSTHWAITE'S OCCULT LOZENGES. They are pleasant and innocent, being free from narcotics; are excellent for clearing the voice of public speakers and singers. One to three boxes positively cures the hooping-cough; directions enclosed, with method of preparing them for infants.—Sold by Barclay's, 95, Farringdon-street; Newberry's, 45, and Edwards, 67, St. Paul's Churchyard; Sutton and Co., Bow Churchyard; Prout, 229, Strand; Hannay, 63, and Sanger, 150, Oxford-street; Johnston, 68, Cornhill; and all medicine vendors throughout the kingdom, in boxes, 2s. 6d. each. 48

THE ANTI-FRICTION SCREW PROPELLER AND MARINE CARRIAGE COMPANY.

Completely Registered, and empowered by Statute 7 and 8 Vic. c. 110.
Capital £60,000, in 60,000 shares of £1 each.—First call 2s. 6d. per share.

DIRECTORS.

Rear-Admiral Sir John ROSS, C.B.—CHAIRMAN.
HENRY TEMPEST GRAHAM, Esq., Dorset-street, Portman-square.
Capt. BARRINGTON, Upper Albany-street, Regent's-park.
W. ELLIOT, Esq., New Ormond-street, Queen-square. 49
D. T. JOHNSON, Esq., Cannon-street-west.
W. YATES, Esq., Adam-street, Adelphi; and Rotherham, Yorkshire.
BANKERS—London and County Bank, Lombard-street.

OFFICES,—12, BUCKLERSBURY, LONDON.

This company is formed for the purpose of establishing a more rapid communication with the distant colonies, and to accomplish this now desired and most important object, have purchased two new patented improvements and inventions in steam navigation. The one consists in being a new mode of working and applying a screw propeller which will give out its pressure within 12½° of the keel of the vessel, whereby a speed of 16 miles or more per hour can be obtained; the result being in effect a saving of 40 per cent. in the power required to propel a vessel at the rate of speed obtained by the present means.

The other, and second invention, will be to construct a vessel, or marine carriage, with a series of large buoyant wheels arranged to support the hull entirely out of water, with the exception of the rudder and keel to steer and prevent leeway. By these means every arrangement is made to combine the most perfect safety, and to give to mail and passenger vessels a locomotive speed approaching that obtained on railways.

By the 10th clause of the Deed of Settlement, any further call can only be by resolution of a majority of shareholders, at a general meeting, and shareholders surrendering their shares will be released from such calls and further liability.

For prospectuses, forms of application, or shares, apply at the office of the company.

By order, GEORGE GRAHAM, Sec.

ORE CRUSHING.—CAUTION.—I hereby CAUTION all persons MANUFACTURING, USING, and SENDING, without special license from me, MACHINES for the purpose of CRUSHING, PULVERIZING, and AMALGAMATING mineral and other substances, in which BALLS or SPHERES ARE USED IN CONNECTION WITH, OR MOVED BY, A REVOLVING PLATE OR PLATES, the same having been secured to me through, and in the name of, my agent, C. J. Wallis, under various modifications, by Her Majesty's Letters Patent for England and the Colonies, dated June and December, 1852. Signed, J. W. COCHRAN.

N.B. Licenses will be granted, and machines supplied, on application to Mr. J. W. Valentine, 38, Cannon-street, City, agent for the above. 52

PERKES'S PATENTED MACHINERY FOR THE REDUCTION OF ORES, &c.—GOLD QUARTZ COMPANIES, MINING COMPANIES, and OTHERS, REQUIRING MACHINERY FOR WORKING AURIFEROUS AND OTHER ORES, are respectfully informed that the PATENTED MACHINERY, invented by the undersigned, will operate upon more quartz per day, and at a less cost of power, than any other machines hitherto made, and which he guarantees will by far supersede every description of revolving or stationary pans with one or more balls working within them, but which are also included in his patent; and that no one else has, or can have, a valid patent for such apparatus in this country; and NOTICE is HEREBY GIVEN, that PROCEEDINGS WILL BE ADOPTED FORTHWITH AGAINST ANY PARTY USING, or PURCHASING, SUCH MACHINES WITHOUT HIS LICENSE AND AUTHORITY; but if any party chooses to adopt such revolving pans with balls for their operations, he will be happy to supply them at a cost of not exceeding £450 each. SAMUEL PERKES, Engineer and Patentee,
1, Walbrook, City, Nov. 5, 1853. 51

THE CHEAPEST AND MOST POWERFUL QUARTZ CRUSHER yet invented is BAGGS'S STEAM STAMP, protected by a double patent. A small 4-horse engine will crush 30 tons of quartz or ore in 12 hours. The engine is complete in itself, and needs no separate steam-engine, or other motive power, to keep it in action.—To be seen every day at 53, Borough-road. 53
These stamping-engines are capable of CRUSHING BLOCKS A FOOT SQUARE.

EXTRACTION OF GOLD AND SILVER FROM THEIR ORES.—The NEW RAPID AMALGAMATOR (BAGGS'S PATENT) requires ONLY HALF the usual amount of MERCURY, and effects an enormous SAVING of TIME in the process of AMALGAMATION. The NEW MERCURIAL SEPARATOR, secured under the same patent, effects a complete separation of the mercury from the refuse quartz, after the process of amalgamation is complete, in the space of a FEW SECONDS, instead of requiring, as at present, a tedious operation of some TWO HOURS.

In these machines, improved mechanical arrangements are aided by the most powerful chemical affinity, and from the principles introduced, it is next to impossible for a particle of gold to escape. The three following companies have already adopted these important improvements:—The Anglo-Californian Gold Mining, the Alliance, Californian Gold Mining, and the Anglo-Australian Gold Mining Company. 55
For terms of license, and other particulars, apply to Mr. Isham Baggs, *Mining Journal* office, 26, Fleet-street.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD at a SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications to be addressed to Mr. ISHAM BAGGS, at the office of the *Mining Journal*, 26, Fleet-street.

A 4-horse Steam Stamp, complete, £160, royalty included, for cash, and other sizes at proportionate rates.

The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:— 54

TO ISHAM BAGGS, ESQ., LONDON.

DEAR SIR,—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say, that I have now had it fully at work for two months; the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours—about two-thirds is crushed fine, the remainder would require to be stamped a second time, to reduce it to the same fineness. The steam used is very little, and the crushing force very great; large lumps of the metal (which is very hard) are immediately broken down—when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing.

Spitty Copper Works, Llanelly. I am, yours, &c., ALFRED TRUEMAN.

The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than when steam is employed.

NOTICE.—TO GOLD COMPANIES, AND THE MINING WORLD GENERALLY.—THE NEW STEAM STAMPS.—One of these powerful ENGINES HAS JUST BEEN ERECTED, and is NOW SET TO WORK, at Messrs. BURLEY and BUNN'S, Engineers, No. 53, BOROUGH ROAD, where it may be seen in operation daily, and its powers subjected to any required test. These stamps, after the most careful inspection, have already been adopted by the following companies:—

THE ENGLISH AND AUSTRALIAN COPPER COMPANY.
THE ANGLO-CALIFORNIAN GOLD MINING COMPANY. 53
THE ALLIANCE GOLD MINING COMPANY.
THE ANGLO-AUSTRALIAN GOLD MINING COMPANY.
THE MEXICAN AND SOUTH-AMERICAN MINING COMPANY.
THE ST. JOHN DEL REY (Gold, Brazil).
THE LINARES LEAD MINING ASSOCIATION (Spain).
THE LONDON AND CALIFORNIAN GOLD QUARTZ CRUSHING COMPANY.
THE ALMADEN MINING AND SMELTING COMPANY (Spain).
THE SAN FERNANDO LEAD MINING COMPANY (Carolina, Spain).
THE NEW LINARES LEAD MINING ASSOCIATION (Spain).

And they are about being adopted by several other companies and private individuals, who have carefully timed the results of their crushing powers, and submitted their capabilities to the most severe tests. In proof of the utility of these engines, it may be observed, that the saving in manual labour which they will effect to one company alone (the St. John del Rey) will amount to many thousand pounds sterling per annum.—For cards to view the engine at Messrs. Burley and Bunn's, apply, by letter, to Mr. Isham Baggs, *Mining Journal* office, 26, Fleet-street, London, where any further particulars may be obtained on application.

IMPROVED STEAM HAMMERS.—Mr. ISHAM BAGGS is now prepared to SUPPLY ironmasters, engineers, manufacturers, and miners, with STEAM HAMMERS and STAMPS of the most IMPROVED CONSTRUCTION, for forging and hammering iron and other metals, driving piles, and stamping and crushing gold quartz, metallic ores, and minerals of every description. By the introduction of a principle recently patented by himself, in conjunction with Mr. Frederick Bramwell, C.E., no less than FIFTY PER CENT. of the STEAM now used is SAVED, while the blow struck is very much harder than in the engines now in use. 56
The NEW STEAM-STAMPS, for crushing ores, have been adopted by many of the leading companies, and they are now at work in various parts of North and South America, Australia, and England. They are eminently adapted for spalling, as well as crushing to fine powder, and they effect an enormous saving in superseding manual labour. A four-horse steam-stamp complete, with all the latest improvements, £160 (royalty included), for cash; a twenty-horse engine ditto, £650, and other sizes at proportionate rates. Contracts to any extent undertaken.
For further particulars, apply to Mr. Isham Baggs, *Mining Journal* office, No. 26, Fleet-street, London.

SEVERAL OF BAGGS'S PATENT STEAM STAMPS (at prices varying from £75 to £160) are NOW ON SALE, and READY FOR DELIVERY AT A DAY'S NOTICE. They effect an enormous saving of time and labour in spalling, cobbing, and crushing ores.—All communications to be addressed, Mr. Isham Baggs, *Mining Journal* office, 26, Fleet-street, London. 57

MINING.—Much MINING WEALTH remains UNEXPLORED in consequence of the large capital necessary to try the real value of mining property. This object is now accomplished for a SMALL OUTLAY, without delay, by the HIRE of MEDWIN AND HALL'S PATENT PORTABLE STEAM-ENGINES, for pumping, winding, &c. These engines may be rented for any time required, of 10, 14, 20, or 30-horse power, and upwards; are strong, simple, mounted on broad waggon-wheels, horse-shafts to remove at pleasure, may be set to work without delay of fixing brick-work, chimney, &c. Several are ready for delivery, either at rental or purchase.—Apply to Messrs. Medwin and Hall, engineers, 92, Blackfriars-road. Some of the above engines are already employed in mining purposes. 58

SCIENTIFIC AND TECHNOLOGICAL EDUCATION IN SCHOOLS.—The subscriber has a large assortment of APPARATUS and MATERIALS specially adapted to this use. See "Special Report" on Grants to aid in the Purchase of Apparatus for Instruction in Science. By the Rev. H. MOSELEY, M.A., F.R.S., Her Majesty's Inspector of Schools, &c., Jan. 5, 1853.—Minutes of the Committee of Council on Education.
JOHN J. GRIFFIN, 10, Finsbury-square. 59

CHEMICAL TESTING IN THE ARTS.—GRADUATED APPARATUS for determining the STRENGTH and PURITY of ACIDS, ALKALIES, BLEACHING POWDER, VINEGAR, NITRE, INDIGO, &c. Hydrometers of every description graduated with accuracy. Chemical Thermometers.
JOHN J. GRIFFIN, 10, Finsbury-square. 60

NEW MACHINERY FOR CRUSHING, AMALGAMATING, AND SUBLIMATING.

In the *Mining Journal* of the 25th June last we inserted a general description of some machinery patented by Mr. Samuel Perkes, of Walbrook, for crushing gold quartz, or other matrix, amalgamating the gold with mercury, and finally separating the mercury from the amalgam by sublimation; and a very compact working model, as also some of the full-sized machinery, being now near completion, we are enabled to enter into further details. The crushing-machine for the first operation consists of a circular anvil, strongly mounted on an axis, revolving vertically, and deeply grooved round its periphery. In each of these grooves falls the head of a tilt hammer, worked by cams fixed on a shaft, and depressing the short end of the lever in the usual manner. It is proposed to make the cam shaft rotate at the velocity of about 90 revolutions per minute, and as there are four cams to each hammer, each single one will give 360 blows per minute. At present the intention is, in practice, to have the hammer-heads to weigh 6¼ cwts. each. Over the frame in which the revolving anvil is fitted is a hopper for containing the mineral to be crushed, and beneath a guard prevents it falling out, and keeps it continually up to the face of the hammers. On the other side of the anvil is a gauge plate, which can be regulated as required, by which the pulverised matter cannot pass unless reduced sufficiently minute; from thence it passes into a jigging sieve, with any required number of meshes to the inch, from whence any coarse powder remaining is repassed to the hopper. The crushing hammers, each weighing 6¼ cwts., have a fall of 18 inches, which will give an enormous crushing power, and with great economy of steam, water, horse, or other motive power. For crushing auriferous ores, the patentee strongly recommends the use of one of these crushing hammers, to prepare the quartz, &c., for the pulverising and amalgamating mill, by which means nearly double the quantity of work can be got through in a given time, although it is not absolutely necessary where small quantities are required to be operated upon, as in such cases its use can be dispensed with, and its cost saved. The pulverising and amalgamating machine consists of a conical or cylindrical chamber, in which revolve six conical rollers, either plain or corrugated, acted on by a vertical shaft, wheel, and pinion, geared to the prime mover. Sundry openings are left in the wall of the cylinder a short distance above the bottom, in which are inserted pieces of wire-gauze 4900 meshes to the square inch. On the mineral, with a proper proportion of mercury, being placed in the machine, it is set in operation, and running water allowed to pass through it. The action and grinding pressure of the rollers quickly causes complete amalgamation to take place with every particle of gold, while by the action of the water, and the centrifugal force engendered, the whole of the refuse powder is carried away through the wire-gauze into a channel round the cylinder, from whence it is led off to any convenient place. The amalgam is now removed to the sublimator—a very simple and efficient contrivance, in which the whole of the mercury is vapourised and re-condensed, when every particle is saved, and the gold taken out pure. In one of the largest machines the rollers, which are hollow, weigh about 2 tons—say, about 5000 lbs. each—which, if loaded, may be made to weigh 10,000 lbs. each; and as there are six in the rotating circle, a power equal to 60,000 lbs. will pass over the mineral to be amalgamated at every revolution, in which case the mineral would not be required to be crushed so fine in the first operation. Mr. Perkes has also a modification of the old Chilian mill, which works without overhead framing, and each solid cylindrical crusher works independently. This machinery, as a whole, appears most simple, powerful, complete, economical, and efficient for the purposes intended. The models will, we understand, be ready for public inspection in about a fortnight, and, we have no doubt, will be duly appreciated by those interested, as we are informed they can be rendered at a comparatively moderate charge, and 100 tons of mineral can be operated on in a day. The patentee will, we understand, give parties really interested the opportunity of practically testing in the working models any samples of ores they may have, which alone will afford a pulverising and grinding power passing over the material equal to 75 tons per minute, and occupies a space only of about 2 feet square.

THE ROYAL HIBERNIAN MINING COMPANY.

It is now nearly two years and a half since the first solemn opening of a mine in this county, the products of which were found to be so prospectively remunerative, so promising as to the future, so abounding in hope and wealth to the speculators in such matters, that it was thought worth while to inaugurate the sinking of the first shaft by a public *fête champetre* on a grand scale, in which ceremony was as profuse as even the good things of life which were spread out before a multitude of admiring guests. We certainly, in common with many others, hailed the occasion as one of real interest and importance; it was a first attempt to develope the great mineral resources of this country by enterprising capitalists; it was the beginning of a great end; it offered immediate employment to hundreds of the labouring poor, and while it held out hopes of great profit to English speculators, it promised to exalt the character of the country, teeming with wealth hitherto undiscovered, or, at least, only suspected to exist, but hitherto neglected and passed over as worthless. Since that time two other localities, not far distant from the scene of the first operations, were found to contain abundance of lead, particularly Clogher, and steps were taken for the immediate working of these new mines; and thus, as the field of operations extended, so was it expected that a spirit would be evinced by the managers and directors, in all their subsequent proceedings, that should reasonably correspond with the joy and the hopes which the new discoveries inspired. But, alas! far different results have followed. Two of the mines are virtually abandoned, and the energies of the enterprising directors are now scantily concentrated on one, with some slow effect at the commencement, but every day gradually diminishing, and becoming less "beautifully less" but miserably little.

We have been led into these observations by the perusal of a report which appears in this journal on the 18th of last month, of what took place at a meeting of the Royal Hibernian Mining Company, in London, some few days previously. The Kerry Mines were spoken of disparagingly—they were not worth the amount of the former laudations and money that had been expended on them—it was even discussed whether they should not be entirely abandoned, and the affairs of the company wound up; and yet, with all the misgivings, with all the fears, and doubts, and murmurs that had been given expression to at that meeting, it was acknowledged openly that the directors of the company had not expended more than 2858*l.* 18s. 7d., about half their paid-up capital, in working these mines, leaving, after meeting every liability, a balance in their favour of 2612*l.* 14s. 4d.! We should be very sorry to urge or advise the directors to incur an useless expense in carrying out their speculation in Kerry, to spend the money of the shareholders recklessly to gain a vain popularity amongst the people in the neighbourhood of the mining districts; but this we hesitate not to assert, that a stingy, crippled style of expenditure can lead to but very poor results, even where mineral riches are most abundant. They should have exhibited a little more spirit, and pursued their researches underground with increased vigour, and consequently with an increased expenditure. What are two or three thousand pounds in such an undertaking? If the mines be little more than worthless, it would be madness to waste another shilling in exploring them; if they contain, or any one of them contains, a rich vein, giving hopes of increased value the farther it is pursued, then the only way to turn it to prompt account is to bring the force of capital to bear on it, "to call in" and to expend boldly and broadly, and leave nothing undone that all-powerful money can accomplish. If the directors think the mines not worth the small sum they have already sent down in their buckets, they would be wiser and fairer to abandon the work, and leave it to more enterprising parties to try their luck. From all we have learned in the course of our enquiries, one of the mines, at least, is pronounced to be valuable, and every day confirms the working miners in this opinion. We, therefore, presume to maintain our own conviction on this subject, and that is, that, all things considered, money, and courage to expend it, are all that are required to work the mines with proper effect, with profit to the shareholders, and with credit both to the directors and to the country. Dribbling will not do; timidity will accomplish nothing. Lead and silver lie beneath the earth—sink shafts, blast, and drive levels, and the rich prize will ultimately present itself, for it is there.

From what has come under our own observation in examining those mines, we are decidedly of opinion that if the diggers in Australia worked no better in the "holes" with no more ardour and resolute firmness and determined perseverance than the "diggers" at Castlemaine, Lisoline, or Clogher, in the county of Kerry, Ireland, their "nuggets" would be small and few, and the world would have been spared the vast amount of amazement expended on the numerous accounts of unprecedented wealth extracted from the soil of the antipodes. The Royal Hibernian directors, down their nominal capital at 100,000*l.*, of this sum they have drawn or received 54686*l.* 12s. 11d.—pity the other penny was not added: they spent about on -half of this miserable sum on the Kerry mines, and draw the purse-strings tightly or the other half. Now, our friendly suggestion would be to call in 5000 or 6000 additional pounds and make up their minds courageously to send it after the other 3000*l.* already sunk down in the shafts—if this fail they can be at no great loss, while the gain may be wonderful. A glorious success may crown the enterprise, and, if not, the expense, leave the company little cause to complain about the loss of so much capital. They will also have the satisfaction of feeling and be in a position to prove to others that all that spirit and money and skill could do had been done, and that if the Royal Hibernian Mines were not productive as first expected, the fault rested not with the directors, and that, therefore, they could not be justly charged either with parsimony, inactivity, or pusillanimity. Let the directors take this bold, straight-forward course, or resign the property into other hands. Oh! for the soul and spirit of Henry Grattan, to give life to such an enterprise! Let a mind like his preside—give him the helm, and our life on it he will bring the ship to a snug mooring. Give him power to act, transfer into his hands the ownership of even the Clogher Mine, if he accept it, and we mistake the man much if he will not find nuggets where others failed to discover them. Give us him, or one like to him, and the mine will be worked with vigour, and hands will be set to work instead of being disinclined for employment be widely diffused instead of now being cramped within the narrow limits, according to the late decision of the company at their late meeting. The present chairman of the directors, Mr. Larchin, is a most amiable man; but he lacks the fire and energy of his late commander-in-chief, Mr. Henry Gibson. The latter was all men we ever met the best moulded to meet a great emergency—he is one who will not set about the vain task of slowly unravelling the gordian knot, but boldly cut it and so end the difficulty.—*Kerry Examiner.*

Original Correspondence.

DEATH BY RAILWAY COLLISION PREVENTED.

Sir,—The late fatal accident upon the Dublin line of railway, following in the train of its numerous predecessors, all of them more or less terrific and lamentable, has very properly aroused public attention to the inevitable consequences of obliging all classes of travellers, in every civilised part of the globe, to be entirely dependent on a mode of transport now become so notoriously dangerous and so extensively destructive to human life. The public are aware that they have now no alternative but to submit to railway conveyance, and they are, therefore, naturally anxious that every possible precaution and contrivance shall be adopted which can conduce to their comfort or safety.

It has appeared, by the tenor of the suggestions of all public correspondents, that safety has been universally proposed and attempted, in contriving and adopting such signals as are likely to convey warning of danger, whilst the railway companies are endeavouring to fortify themselves against similar accidents by strengthening, and adding to the weight of the present ponderous passenger carriages, with the view to render them capable of enduring more violent blows or concussions.

My attention having been directed to the possibility of finding a remedy for these evils, I now beg to state that I have invented a mode of constructing railway carriages upon a principle which differs entirely from those in present use, and I ask leave, through your extensively circulating paper, to submit an outline of the two systems to the consideration of the public.

I shall assume, for the sake of placing the matter in its most forcible form, this inevitable result (which I conceive to be perfectly apparent, from all the records of the dreadful accidents which have occurred)—namely, that, notwithstanding all the precautions which may be attempted by judicious arrangements of signals, and notwithstanding all the vigilance which might be urged and adopted, most fearful and destructive collisions will constantly take place; that trains will continue to be run off the rails, and over embankments, and the lives of thousands must be endangered, and will occasionally be sacrificed.

It becomes, therefore, evident that the only effectual mode of averting dreadful and heartrending consequences must consist in meeting the evil at its fountain head, and in its most decided form; and that safety only can be provided by constructing such railway carriages as shall have the property of remaining uninjured or undestroyed under any of the foregoing forms of accidents. In order to place the principle of the railway carriages which I am about to propose in conspicuous juxta-position with those which are now universally used, I must first briefly describe the characteristics of the present passenger carriages.

It will be observable, that the present invariable system of building railway carriages has been to construct them of solid and incompressible materials, making them as firm, as ponderous, and as inflexible as the combination of wood and iron can effect. It is perfectly apparent, therefore, that the hope of safety to passengers is at present founded upon their being received into, and transported within, the most substantial machines which can be constructed, such being incapable of yielding to pressure, or blows, without rending. It becomes, therefore, capable of demonstration, that, when full impetus is given to a train of carriages by the high rate of speed at which they are driven, the momentum obtained by their velocity becomes terrific and irresistible, and that the danger is frightfully augmented, and the damage and destruction are fearfully increased, by the very principles of construction in which safety has been sought; it being as palpable to reason as it is now frequently demonstrated by lamentable facts that the blow of collision, when delivered by such a ponderous machine, driven at full speed, and received upon a train of heavy and unyielding carriages, must be totally destructive to all parts of such "battering rams," and must involve the crushing to atoms or dismemberment of all living forms attacted thereto or placed therein.

The carriages which I propose to construct, for the purpose of avoiding these evils, are diametrically opposed to all the principles of the railway carriages which have hitherto been constructed. The novel principles and properties which I now propose to present to public attention are the capabilities of compression without destruction, or without rending, in all parts and portions of the vehicle, and the provision, therewith, of such an amount of elasticity or expansion as shall cause the machine to revert to its original or normal position. These desiderata I am prepared to effect by the combination of mechanical arrangements given to such materials as are inflexible, with the adjustment and use of other materials which are flexible and elastic.

To afford the public a general idea of the carriages proposed, I state that I can conveniently adopt any of the present, or other plain or ornamental forms, but, that, instead of framework and panelling of wood and iron I construct my frame entirely of iron; but I so arrange that material that the framework of the carriage is capable of compression in every direction, but to such an extent only as might be deemed convenient; whilst it has the property, by its own mechanical construction, of immediately reverting to its original position. This peculiarity of compressibility and elasticity of the frame, by mechanical adjustment I apply to every portion of the carriage, and into such framework I introduce panels, which have the same properties from mechanical arrangement combined with the qualities of the materials; and thus, by connected means, I construct a carriage, the frame and panelling of which co-operate with each other, by yielding to the extent required to provide against injury from pressure, whilst they instantly and simultaneously seek to revert to their original forms.

I am prepared, then, to provide for a second class of accidents, and to admit that injury to passengers might arise from such minor causes as do not involve the total demolition of the vehicle. Injury might be sustained by passengers from the sudden arresting of the train, the passengers being thereby thrown against the opposite side of the carriage, or against their fellow-travellers. To remedy this evil, I propose that all carriages shall be constructed with seats on one side only, such as our present *coupé*; but, in addition to this precaution, I provide at the back of each seat a strong flexible girdle, capable of being fastened, without inconvenience, over the chest or person of each passenger, and I thereby prevent such person being dashed forward or thrown into any injurious position by the sudden stoppage of the train, or by its being precipitated over an embankment.

I then propose to adopt further precautionary measures, by constructing certain carriages, which I call "shields," the framework of which I construct on principles of compressibility and expansion, similar to the passenger carriages, but I complete the object of making such carriages independent "buffers," on such extensive scale, by embedding them deeply in compressible and elastic cushions (of which woolpacks might be given as a sufficient illustration); and such carriages I propose to place one in front of the engine, one between it and the train, and one in the rear of each train, and by these I propose to deaden the blow, and to weaken the concussion which might arise from collision either in front or behind. Added to the foregoing, I propose to remedy an evil which yet exists in the axles of the carriages. The axles of the carriages are at present so constructed that they are incapable of adjusting themselves to the radii of the various curves of the lines. I present a plan which overcomes this difficulty, and I thereby abate the tendency of the carriages to run over and off the rails, a fruitful source of accident under the present system of carriage building.

You will, therefore, Sir, be pleased to observe, that, by this method, I propose to provide carriages for railway passenger trains, which shall have all the accommodation of the present vehicles, with infinitely more comfort and luxury, but which shall be lessened of nine-tenths of the weight of the present carriages. By this diminution in the weight of the train, I propose to dispense with a large portion of the weight and power of the locomotive, thereby causing less cost in construction, and immense saving in the wear and tear of the lines, engines, and carriages; and, in the event of a collision, I lessen the momentum in a degree beyond calculation, whilst I so fortify the carriages themselves against "the shadow of a blow" which remains, that I reduce the danger to perfect insignificance.

I, therefore, propose to substitute lightness for weight, compressibility and elasticity for absolute incompressibility, incapability of fracture for brittleness, to obtain increase of speed with decrease of power, increase of comfort with a lessened cost to the company and to the public, and positive safety to life and limb in lieu of constant and imminent danger.

As it is evident "the slaughter of the railways" must be prolonged unless a remedy be provided, and as it is a matter which affects all classes, from her Majesty downward to the meanest of her subjects, I beg permission to place the plan fairly before the public: its details I will be happy to give, if required, and I intend to proceed with the construction of a train of carriages upon this system, hopeful that an opportunity might be obtained of testing its principles, by placing my vehicles upon some of the present lines, and submitting them to any such collisions or overthrows as have been found to be destructive to the machines, and to life, in the existing railway carriages, but under which experiments, I feel convinced mine would insure perfect safety.

In conclusion, I beg to observe that I should be fully disposed, under my system, to adopt any precautionary measures, such as now proposed, for a better arrangement of signals, because, even though safety might be provided by the construction of the carriages, every measure should be used to prevent a collision; and I should be desirous of connecting therewith any effective brake, because it would be obvious, if any mechanical arrangement could tend promptly to lessen the speed of trains, as they are now constructed, and when driven in full velocity, such brakes would have sufficient power to bring to a perfect stand such a train as mine would be, so materially lessened in weight, and correspondingly deprived of its momentum.—Frederick S. Thomas: 17, *Cornhill, Nov.* 9.

IMPROVEMENTS IN THE STEAM-ENGINE.

Sir,—I am not a little astonished at the assertion of Mr. Spence, in your last Number, that he had "satisfactorily showed that my results were not consistent with my theory, and, therefore, could not be wrought out." To make this assertion in the face of my letters and Mr. Craddock's tabulated results (not mine, as alleged) unreplied to, and unapplied to the correction of his own errors, is certainly very surprising. I repeat, that any one who alleges publicly that these engines will not do what is promised of them is bound in honesty to state what they will do, and not merely make a vague attack, in a matter of such vast importance. But as I am not fond of going backwards to said I's and said he's, and cavilling on trifles, but prefer making progress, by seizing the vital and essential features of a question, I shall endeavour to bring on an intelligible crisis, so that we may, if possible, ascertain what it is that Mr. Spence disputes. I shall, therefore, reduce the matter between us to three simple propositions, the affirmation or negation of which will render his meaning clear. First, is it his opinion that the use of high-pressure steam expansively is or is not, as at present applied, a source of economy? As I imagine he will hardly pass a negative on a notorious fact, we arrive at proposition second. Is such use of steam expansively already carried to its utmost pitch, or is there a prospect that by carrying it further we may realise an additional economy worth looking after? If so, then comes the third proposition. What amount of economy is worth looking after? Is the 75 or 80 per cent. of fuel *actually saved by Craddock's engines* such a worth-while economy? These propositions comprise the whole marrow of what I am arguing for; and as 75 is exactly 5 times 15, it amounts to just 5 Manchester "fortunes," so that I hardly see how Mr. Spence can negative this third proposition. The details by which these economics are realised are a further question, on which Mr. Spence admits he has not yet qualified himself to speak.

In the meantime, I think I cannot do better than append an extract of a letter received from Scotland in March last, upon the publication of my first comparison between Craddock and Ericsson: whatever the *purpose* of the application, it shows how very clearly people can comprehend Mr. Craddock's improvements *when they like*, and proves that the sister kingdom is much "farther north" upon the science of expansive steam, and on the right way of understanding a subject, than the *savans* of Lancashire. Instead of affecting a vague discussion, to confuse the public mind on points already perfectly understood, the writer *sought for information* (he did not split hairs on what I had *said*, but enquired what the inventor had *done*), and having in consequence obtained the *Mechanics' Magazine* for 1847, and made himself master of the subject before writing upon it, he says—"There can be no doubt of the immense advantage (especially in long voyages) to be derived from using a much higher pressure and greater degree of expansion than has yet been attempted in marine engines. Where a very great degree of expansion is used, a double cylinder engine is decidedly superior to one with a single cylinder, and Mr. Craddock's arrangement of his two cylinders is very simple and compact. The high-pressure renders a tubular boiler of small water capacity very desirable, and a boiler with water in the tubes necessitates a surface condenser." This is concise and logical. He then proceeds to enquire into the success in overcoming the difficulties which have hitherto attended such arrangements, and expresses his intention of proceeding immediately to London to examine the details, acting like a man in earnest, who really wished to understand the improvement, not to smother and mystify it. If Mr. Spence acts in the contrary direction, the greater is his loss as an intelligent man. But I think it is rather the habit of his mind to take the possibility or the impossibility of facts for granted, and mistake assertions for proofs; thus he alleges that the failure of the *Ericsson proves* the correctness of the calculation on which he predicted that failure. This is a *non sequitur*, and would be, even if no one else but himself had predicted the explosion of that bubble. But the fact is that the failure of the *Ericsson* had been commonly predicted, from a variety of reasons, previous to, and independent of, Mr. Spence's calculations—the main reason being the impossibility of maintaining the working parts under the necessary temperature. It is an acknowledged fact that the cylinder bottoms of such enormous area actually did so fail, and I think we may logically assume this had quite as important an effect as Mr. Spence's figures, much more because the deduction he drew from his own figures was that the engine *could not* go at all; and as he admits the fact with surprise that the engine did go, in spite of his figures, it follows that the going of the engine had already falsified his calculation long before the ultimate failure. The figures failed first, and could not, therefore, cause the failure of the engine. Neither do I gather that the *improvements* on hand are a reverting to the engine of Stirling, with a regenerator of perforated plates; it seems obvious, from the description of the new working cylinders and the supply cylinders, that the object is to use compressed as well as heated air. The enormous heated weakness at the bottom of each cylinder will thus be diminished in *extent*; but how an equal weight of air is to be heated, merely because it is compressed, by a less amount of heat, remains to be proved by the fortunate capitalists who possess this great concern. The small engine which they had over at Havre failed from the reason which I explained must ensure the failure of small engines of the kind—viz., that the balance of friction, &c., against motive-power stood on the wrong side of the account. Upon this question of priority of prophecy, I beg to refer Mr. Spence to letters by Mr. Craddock in your Journal of Nov. 1849. I do not know whether the communication to the Manchester Institute preceded these letters, but Mr. Spence will there find accurately demonstrated the worthlessness of hot-air engines, similarly as Mr. Craddock had long before demonstrated, on accurate scientific data, the failure of the atmospheric railway, and many other "nine days' wonders," as he justly terms them, of would-be-engineers, who pretend to sit in judgment on his superiority.

I must now say a word on the conclusion of Mr. Spence's letter, which evinces he has formed no clear idea of the very different qualifications of inventions for securing instant patronage. A just conception of this point will enable him to predict at once whether a valuable patent will command immediate success, or immediate opposition. A visit to the Ranelagh Works will very much enlighten this deficiency, and bring him to appreciate that it is not in the meridian of Manchester alone that men "are guided in financial matters by common sense," but that it is exactly because that rule prevails in Birmingham and London, and elsewhere, that I have had to write as I have done upon the professional persecution of these very great inventions.

Did Mr. Craddock's invention consist of a boiler which could be merely substituted on an old seating, and forthwith effect a saving of 75 per cent. in any engine to which it was attached, undoubtedly, common sense in financial matters would lead engineers to make these boilers, and adapt them directly; and no doubt such a boiler, saving only 15 or 20 per cent. (which saving, however measured, we hear every day of boilers and grates effecting one over another, until the wonder is how anything remains to be saved), would be of quite as instant a value as Mr. Spence's friend declares it. But Mr. Craddock's patent does not consist of a boiler *simpliciter*; his boiler requires his *condenser*, and his condenser requires a proper adaptation of cylinders and valves to extract the full power out of the generated steam before it reaches the condenser. The effect of these combinations is that there is an "organic change," as he well terms it, in the structure of the entire engine, reducing, altering, and simplifying the whole of its parts. The Craddock engine differs as much from the Watt engine as this differs from the Newcomen or the locomotive. Now, I presume Mr. Spence is tolerably familiar with the inside of an engine-maker's workshop, and the amount of capital invested in standard patterns, the whole of which would be rendered entirely useless were the proprietor to undertake the manufacture of an entirely new form of engines. Were any of Mr. Spence's Manchester friends to take an order for one of Craddock's patent engines and boiler, the cost of the necessary arrangements would amount to at least three times the price to be received for the engine when completed. I state so much conjecturally, probably far too low, but, if worth while, Mr. Craddock can correct me. In addition to this outlay for patterns, and for tools and alterations in the machinery, there would be all the difficulty to encounter in instructing the men in new divisions of skilled labour. The most intelligent workman would have much to learn. These considerations will enable Mr. Spence to comprehend that it is because engineers everywhere else, as well as in Manchester, are guided by common sense in pecuniary matters, that Mr. Craddock has met with such persevering opposition, and that instead of their conduct being "a sacrifice of self-interest to malicious feeling," it is quite the contrary; and, in many instances, I have no doubt there is a compulsory sacrifice of the very best feelings towards the improvement of the steam-engine under the *necessities* of self-interest. It is the *public at large, not the engineers*, who are primarily benefitted by these great and comprehensive improvements, and we can no more expect to see engine-makers hurrying to advocate and adopt them than the London sempstresses petitioning and assisting in the introduction of the Lancashire sewing-machine. I do not blame the engineers; I never have, as *tradesmen*. It is not the duty of any man to voluntarily annihilate his capital, and embarrass himself with proportionate expenses, though it might be a wise prudence to *prepare* for an inevitable change. It is for this very reason, because a change fraught with enormous national advantages enlists unavoidably against it the immediate interests of a powerful mass of intelligence and capital, that I blame those who set themselves forward in the fore ranks as the leaders and patrons of *science* and *progress* for not doing their duty in this matter. The treatment Mr. Craddock has received from such persons, and from public associations for promoting science—the Birmingham Institute of Mechanical Engineers, for instance—it is painful to revert to, wearing more the aspect in such cases of a mean evasive jealousy, than that self-defence to which pecuniary interests *only* might be thought entitled. Mr. Spence may reply that Manchester will act differently, and, being the nursery of free trade, her sons will act up to their principles. I hope so, but I doubt, for we know that a free trader means one who is quite willing to make free with the trade of his neighbour, but quite equally jealous to have any freedom taken with his own. Before Mr. Craddock shoulders his kit, and undertakes the little task, on Mr. Spence's invitation, of removing an engine manufactory from London to Manchester, I would advise, as the lighter undertaking, that Mahomet should first come to the mountain, and ascertain what kind of mountain it is, or it might result that it would be Mr. Spence's friends, and not Mr. Craddock, who would be "severely tried." Let there be an independent and manly opinion, though I admit that our scientific bodies are merging so fast into mere boards of trade and advertising vehicles, that it is the greatest difficulty to know where to look for an independent opinion on matters of high, scientific, and practical value. Witness the tubs cast out by the British Association at its last meeting to that great whale, the public, requiring particular animadversion, when I have a little time for it. Meanwhile, I trust I have satisfactorily explained to Mr. Spence the distinction, as respects patronage, in different classes of inventions, and I am glad he has afforded an opportunity to elucidate the matter to such of your readers as may not possess his advantages for drawing the distinction, or appreciating its force. A far worthier and more valuable offering to present to the Manchester Institute would be a calculation of what Craddock *can do*, rather than of what Ericsson *cannot do*. I, for my part, prefer proving a great reality to proving a great negation. A working model of this reality, especially with the *air condenser*, is the richest treasure which any philosophical institute can possess. I do not know if any of our institutes possess such a model, nor whether the deficiency is a shame to them, but I know that some people will very soon look very foolish without them.

David Mushet.

ELUCIDATION OF THE EXPANSIVE PROPERTIES OF STEAM, &c.

Sir,—I was very much interested on reading the long and ably written letter of your talented correspondent, Mr. T. Craddock, under the above head, which appeared in your Journal a short time since, as, indeed, I have been with all that has appeared from his pen, and my present object in addressing you, is not to throw any new impediments in his way, but rather for the purpose of suggesting a means, either for the removing of at least one objection to his proposals (and that, perhaps, the most important), or of convincing himself of his error—viz., the great economy which he contends would result from using steam at very high pressures, with proper arrangements for using it expansively to the fullest extent.

I am well aware, that if the heat for generating the steam was developed inside the boiler, where the whole of it, whatever might be the temperature of that steam, would of necessity be available—that the higher the pressure the greater the economy; but as it is proposed to apply the heat externally to the boiler, the case is somewhat different; as in that case the greater the pressure, and consequent temperature of the steam and water in the boiler, the less would it be capable of absorbing that heat, until, at a given temperature of steam, it would, of course, fail to absorb any heat whatever, and the whole of it must, consequently, be wasted. The point of highest economy, therefore, it is evident, is not to be found either in the one extreme or the other, but must be sought in a medium between the two extremes, or highest and lowest practicable temperatures. This point of highest economy, it appears to me, is a question to be settled by experiments, rather than by theoretical calculations. I, therefore, humbly suggest to Mr. Craddock and his friends the propriety of their making such an experiment as would determine this point. The boiler should be capable of sustaining the highest pressure Mr. Craddock would wish for; and the valve gear of the engine (of course, condensing) adapted for cutting off at, say, one-half to one-sixteenth of the stroke, and raising the steam expansively, then, by a series of experiments, it should be determined at what proportion of cut-off the engine, with the same combustion, would do the greatest amount of work; and if Mr. Craddock's theory is correct, it would do the most when the cut-off was at the lowest, or one-sixteenth of the stroke. W. I.

MINING IN IRELAND—ROYAL HIBERNIAN, &c.

Sir,—With your permission, I will resume my remarks on mining enterprise in Ireland; having allowed a week to pass by in the hope that some explanation might have been afforded with reference to the injustice done to Ireland by the concoctors and directors of the Royal Hibernian Mining Company. However, I am well pleased to observe that "An Inhabitant," who dates from Skibbereen, would appear to have some kind of notion how matters are carried on by your London managements. Think not, Sir, that I would decry them. Far from it: for I feel, where integrity forms the basis, no management can be more preferable than that of your London merchant or capitalist. Ere I resume my observations on mining pursuits in general as applied to this isle, allow me to make a passing remark on your correspondent's letter, to which I have referred. He cites the case of the Glenaulin and Carivilleen Mines as one which may be held up as an abuse of London management; and a visit to the locality, some few months since, enables me to confirm his representations. On reference to your Journal, it appears that these mines are divided into 24,000 shares, with 10s. paid, or a capital of 12,000*l*. If I mistake not, they were taken up at a nominal consideration, and a Capt. Thomas appointed as manager. It was stated in the prospectus, or report, that sulphate of manganese, or something of the sort, could be raised at a few shillings per ton in any quantity, and put on board at the point of working—its value being set down at 4*l*. or 5*l*. per ton; but I believe they have never shipped a ton, nor any other mineral produce. I do not know whether they have ever held a public meeting; but, from their position in your columns, it would appear that they form a part and parcel of the "mines not having sold ores;" and as I believe funds are scarce in the payment of the few miners employed, it might not be amiss if some of the parties interested were to institute an enquiry into the matter, and to ascertain what number of shares have actually been subscribed for and been paid upon, what the amount expended on the mines, what the purchase money, and what the balance in the banker's hands. And here I beg to make an observation upon a point which appears to me to be lost sight of too frequently by the shareholders. This company is composed of 24,000 shares, or 12,000*l*. capital. Now, if that the amount put down as purchase money is 5000*l*., or (say) 10,000 shares, or 5-12ths of the mine, the working capital must be raised by the remaining 14,000 shares. Suppose, however, that only a portion of such be disposed of, or appropriated, say 3000*l*., we should then be in this position, that the company would virtually consist of 16,000 shares. The projectors, instead of holding 5-12ths, free from any claim on them, would, in fact, be holding 5/8ths; so that, in addition to their free shares, they have the advantage of an outlay on their interest so reserved of 1775*l*., subscribed by other parties for their benefit and advantage. I do not know whether I make myself quite clear on this point; but any one can prove the correctness of the figures assumed.

If I mistake not, these self-same parties also hold some mines in Galway, called Connemara, about which much was said on their being introduced on your London market, but where, I believe, little or nothing has been done. In this case, the capital is 15,000*l*., in shares of 1*l*. each. Of both these companies I believe a Mr. Boyle is the projector or chairman.

One word to your Kerry correspondent: he refers to the East Annagh Mine, in the immediate locality of, or, in fact, adjoining the Castlemaine Mines. My object in my last communication was to confine myself more especially to the "doings" of the Royal Hibernian Mining Company. The sett referred to by your correspondent is, I am aware, on the roadside, where some old workings were formerly; but which having been abandoned, some costeaning pits were put down by the present adventurers. I know nothing about the wall around the pit; but having been given to understand, when passing through the district, that it was in contemplation to erect a windmill, for the purpose of drawing the water and ores to surface, I presume such to be its object. Having at the time expressed a doubt as to whether they could reckon on sufficient power to effect this, I was met by the pert remark, that their neighbours (the Castlemaine folks) would find the means of "raising the wind," whereby the object would be achieved.

I have already written so much that I am afraid I must needs leave until my next the remarks I intended to have made on the Audley Mines; the Coosheen (better

known on your Stock Exchange on its formation than at the present moment); the Keamare and Lansdowne; the Crookhaven; the Mizen Head; and the Irish Consols—*cum multis aliis*. Yet a word or two as to the Lackamore Mine. It was some time before I discovered this in your list, never thinking of looking at dividend-paying mines—its workings having only lately been resumed. This mine was, I am given to understand, held by the General Mining Company for Ireland, who finding that it did not pay cost, discontinued its working. Subsequently, it was sold to some parties for something like 400*l.* or 500*l.*, and by them handed, or "handled," over, as we say here, to some of your London gentlemen, who, we have no doubt, had a finger in the pie for as many thousands, or perchance more. A company was, of course, formed, a prospectus prepared, the committee nominated, a secretary appointed, and their shares issued. In this case there were 20,000 shares, of 1*l.* each, or 20,000*l.* capital. Now, will any one tell me how many shares were absolutely taken up, and the deposits paid thereon, with all those little particulars which it is so desirable to acquire? What the sales of ores, and balance in the bankers' hands? Fifty miners were announced as being set to work, which I am told would be sufficient to make a force, with labourers, capable of raising a large quantity of ore. I am much surprised to find by your Journal that the shares are quoted at 7*s.* 6*d.* on 20*s.* paid, which is a deduction, or loss, of 12*s.* 6*d.* per share on the capital invested, equal to 12,500*l.*; while the dividends, according to the first of 5 per cent. on two months' working, would be at the rate of 30 per cent. per annum. But, perhaps, I may be wrong in my figures. Should you deem this worthy a space, I shall be happy to follow up my notes in your next or following Number.

P.S.—I have been looking out for some report from one of your professors of geology (Professor White), who has, I understand, been over here with some London gentlemen. I hope he will publish *all* he has seen and observed.

Nov. 3. HIBERNICUS.

GOLD IN ENGLAND.

SIR,—Turning to "A Miner's" remarks on Poltimore, and who, indeed, appears to have imbibed more reasonable ideas than his colleague, I beg to tell him I am not just now inclined to renew the granite question; I prefer stopping a little, but not full 15 years: it will tell its own tale long before that, or my theory will have a long run. I agree with "A Miner," that every man has a right to offer his goods, whether good, bad, or indifferent, in any market he likes, but I know of no law that prevents those inclined to purchase from making searching enquiry as to the soundness of those goods. What Act forbids him to put such questions as he thinks will elicit facts? These shares being in the market, I had a right for myself or friends to ask the questions I did. I am a staunch friend to legitimate mining, and did not put the questions to depreciate their actual value, but to come at genuine facts, so as to enable me to protect my employer, knowing as I do that the market is glutted with exaggerated reports—a game that has been on the increase for years, to the great injury of the well-intentioned capitalist, and even the labouring miner, who are martyrs for the benefit of the few. It is time for some one to assume moral courage, and speak out. If "A Miner" thinks I have done so, I beg to inform that I am not to be intimidated—nothing but death will prevent me from entering the field to battle for the genuine knowledge that is to be obtained from the honest practical miner. I stigmatise a thousand such characterising remarks as those coming from that objectionable personage, signing himself "John William Edwards, jun., of Boscastle."

I will next give you a specimen of some of our mine reports. I often go through mines with the previous week's report in my hand, and not long since I called at a mine where their report referred parties to an office in London to see the splendid stones of ore sent there. On my enquiry for the counterpart, I was informed it was all sent on to London: not a particle of ore was to be seen on the mine, neither do I think that they ever found any. This is not the only case; I often find mines in this dilemma, and, under these circumstances, I think "A Miner" should excuse me for making searching enquiries, as I thought them quite harmless when put on genuine mines, and supposing the Poltimore to be one, as he says he expects it some day to become one of the most productive mines in the kingdom.

In his remarks on Capt. Floyd's report, he said the captain had been underground, and found the lode worked away to a considerable extent, but was then in whole ground. These remarks caused me to read it again, fearing I had misunderstood it, when I found it run thus:—"As soon as the water was out, Capt. Floyd went through the mine, or rather levels, to a considerable distance, and discovered a very fine lode of grey and yellow ore, from 4 to 5 ft. wide, in whole ground, which had never been worked upon before." When men publish such reports as this, I say it is unmanly to feel ill-disposed to, and attempt to smother my remarks; had it been an error it would have been more handsome to have acknowledged it at once. For the present I stop here, but my eye is on it. I hope I shall see these reports borne out, or I shall certainly reiterate them, and if the parties do not feel satisfied, I will meet any respectable practical agent or agents, and go through the mine, when, if they have such a lode as they describe, I will candidly admit my error, and freely give them the benefit of such report gratis.—*Wivelscombe, Oct.* 29. N. ENSOR.

THE DEVON BURRA BURRA MINE.

SIR,—The few lines upon this mine contained in the Notices to Correspondents, in your Journal of the 3d Sept., cannot fail to secure for Mr. John White a lasting position among the comic novelists of the day. This gentleman facetiously observes that there is an error in the report from this mine in your Number of the 20th August, it being there stated that the engine would be ready in a few days, whereas we should, it appears, read "engine-house." Mr. White, however, omits all allusion to the other and grave errors which have appeared almost weekly for the last 18 months, for at length there has been a sale of the wonderful ores about which so much has been published for about a year and a half; and what is the result of that sale? Why, that the entire amount of our riches was but 20 tons, of which 15 tons were rubbish, that fetched only 2*l.* 19*s.* per ton. What has become of the "quantities of black ore," the "very rich grey ore," the "stones that will make a produce of from 50 to 70 per cent.," the "red oxide of copper," and "the piles of grey and yellow copper ore," which were being dressed as long ago as in May, 1852, and which last would, it was estimated, "more than pay the cost of the mine?" Instead of complaining of a mere verbal inaccuracy respecting the engine-house, Mr. White would probably have done better had he explained a few of the above statements, every one of which, as shown by the result of the late sale, is entirely devoid of truth; for if the rich ore, said to be discovered in such quantity, really has been raised why was it not sold?

In your Journal of the 19th Feb., too, there is a statement to the effect that "by the time the engine is completed, and at work on the Brake lode, large returns are expected to be made from the grey and malachite ores, the produce of the Gate-post lode." The time has now come for the engine to be completed and at work. Mr. White will, perhaps, kindly inform me to what extent these expectations have been realised. There is yet another point to which I would wish to direct Mr. White's attention, through the medium of your Journal; it is this:—In the printed report of the meeting, held on the 11th June, it is allowed that there is a sum of 1446*l.* due to the bankers, and that there are further liabilities of about 600*l.* due on the mine; and it is further to be observed that the May costs are not included in the report. The debts, it is seen, are thus admitted to be 2046*l.*, the working costs for six months (May to Oct. both included) have to be met, and the engine, which cannot cost much less than 2000*l.*, must be paid, I presume; yet in the face of this state of things the committee tell us in the above report that the call of 1*l.* per share then made, and which, if paid in full, would produce but 400*l.*, which it has not been, is the last call to which the adventurers will have to respond, and that they give this assurance advisedly. Past experience having taught us the value of the reports that have appeared in your Journal, it is not difficult to say what weight this deliberate assurance carries with it. Mr. White may possibly be of opinion that, if any reliance is to be placed in the reports on this mine, it is necessary Capt. Whitburne's name should be appended to them; unless so guaranteed they will probably meet with no more credit from the general body of shareholders than they do on the part of—W. G. LEITSON.

Madrid, Oct. 30.

PEEL RIVER LAND AND MINERAL COMPANY.

SIR,—In your Journal of the 24th October, there is a letter from a shareholder in the Australian Agricultural Company, stating that he "never before was associated with a set of shareholders so inert and indifferent to their *own* affairs." Apparently, this would seem to be the case, but in reality it is not so; on the contrary, they attend to them very efficiently by making those of others subservient to *their* interests. Their inertness is explained by the notorious fact, that they have divided such large profits in selling Australian Agricultural shares at 300*l.*, and then buying them back when they were beared to the present prices, that they can afford to be *inert* until further discoveries of auriferous lands on their property enable them again to reap a golden harvest, by realising another 500,000*l.* for a second slice from their million acres. But who can account for the apathy of the Peel River proprietors? Where do they ruminate? With what philosophy do they console themselves on seeing the shares for which they paid 1*l.* premium quoted at a discount? At which price their old friends, the Australian Agricultural shareholders, have been such large buyers that they will, ere long, usurp the entire control over the Peel River Company; and then the original shareholders will be again at the mercy of this said clique and their "*millionaire* directors," unless they combine and assert *their rights* to exercise a direct control in the management of the affairs of the company.

When the Peel River Company was separated from the Australian Agricultural, the directors of the latter nominated themselves "provisional" directors of the former until the shareholders appointed their own chairman and representatives.

Ten months, however, have elapsed since then, and these provisional directors have given us no account of their stewardship, of the prospects of the company; but they have allowed the shares for which we paid them 1*l.* premium to be beared to suit certain purposes, when 20 words from them would have stopped the fall in prices, and informed the public of the approximate value of the property. And now we are very coolly informed, through a paragraph in the City Article of the *Times*, that "the Peel River Company have appointed a certain Count de Strzelecki their chairman and managing director, and Sir Minto Farquhar, Bart., deputy-chairman." Of course, where the original shareholders bought *one* share at 19*l.*, the *millionaire* and his friends have been able to purchase *five* at the price of 4*l.* per share; and, therefore, we may consider ourselves swamped!

One would have supposed this would have satisfied the *millionaire*, the provisional directors, and the Australian Agricultural shareholders; and that having accomplished this much, they would at least have given the Peel River shareholders a semblance of fair play; and that when it became necessary to elect a chairman and deputy-chairman, we, the Peel River shareholders, would have been convened to give our suffrages to whom we pleased, although we stood no chance against the new shareholders and the old "provisional" clique. But as the said paragraph omits to state in what manner the said count and baronet were elected to these posts of honour, and no report of the proceedings has yet reached me or any of my friends, fellow Peel River shareholders, we can but infer that they have been appointed by our disinterested friends, the Australian Agricultural shareholders, without our concurrence.

This is somewhat odd, too, because they *think it necessary* to convene a public meeting for the election of their own chairman and directors; while they dispense with such *pro forma* proceedings in reference to our company. Assuming, however, that the said gentlemen have been elected by the new shareholders without the knowledge of the original shareholders, by some clandestine secret borough system, pray why have they selected a *count* to be our chairman? Does the *millionaire* baronet intend to usurp both *chairs*, and pull the wires to move the foreign automaton? Why has a foreigner been appointed chairman of an English company? Surely, there were other men as honourable as competent, as this great unknown to manage the affairs of this important *corporation*; and, surely, we shall find a Mr. Ackland among the original shareholders who will have the courage to probe all these intrigues and trickeries, and lay them bare to the public eye, in defiance of the clique who have usurped the management of our affairs.

[illegible] gentlemen have given a company (the Cordillera) the authority to select whatever part of the property they consider best for their mining operations—the English geologist of the said company being dispatched to the colony months before the *German geologist* left England. Instead of these "provisional" officials, we are now to have our property managed by a Polish count and a *millionaire*; and this property reputed to be of such auriferous and argentiferous richness that it is impossible to estimate its prospective value.

If the original shareholders in the Peel River Company see no cause of mistrust in these things, they will allow the count and the baronet to *govern* their company. If they, on the contrary, believe this state of things is pregnant with danger to their interests, they will board the whole clique, and convene meetings after meetings, until they exercise a direct control over the affairs of the company, and emancipate their property from the pernicious, intolerable, and unwarrantable interference of the Australian Agricultural shareholders. £14 PREMIUM.

Nov. 10.

NORTH CARADON MINE.

SIR,—I have only just seen in your Journal of last Saturday week the account of the meeting of this company, in which is inserted a report of the finance committee, which is calculated to do me serious injury. As I have, and long hope to have, many friends in the mining world, I trust to your well-known sense of justice to insert the following reply. The committee not only designate a report of mine published in the prospectus as "fallacious, and calculated to mislead;" but by coupling this with the statement that "I was connected with the proprietors," evidently wish to impugn not only my judgment in mining matters, but also my honesty of intention.

My report contains but six statements—all of which I am ready to adhere to, and can now substantiate.

Statement No. 1.—"That the lodes are opened on the backs," is confirmed by the report, written at the same time by John Gumb, now the agent to the company.

Statement No. 2.—"That the lodes are splendid, and the gossan beautiful," is one which I imagine the committee are not anxious to contradict. All all events, there are the lodes; and I am sure all practical miners will agree with me.

Statement No. 3 refers to a box of specimens sent with the report, and says they consist of—1. Lead cut in mill leat from the back of Treiawny, now called North Caradon lode.—2. Copper from the South Caradon lodes.—3. Grey copper from the Phœnix lodes, which runs through this sett.

This statement, referring to specimens, can evidently neither lead nor "mislead" without them, for this reason, though perfectly true, it was useless to print it in a prospectus which would be read by thousands, to whom the specimens are inaccessible. That the Phœnix lodes run through the sett, I, in common with most people acquainted with the country, believe that one of them was cut; and from this the specimens sent I know to be true. To assert that in sending specimens from the South Caradon Mine I wished to infer that their lodes run through the sett, is simply absurd. Any one who has seen the specimens must know that neither I, nor any one else in his senses, would try to pass off specimens from a 60 fathom level at the Caradon as having come from a shallow adit or shode-pit, nor would gravely assert to persons acquainted with the district that this lode ran through a sett lying 46½° north of east, and from which running nearly east and west they are 1¼ mile south. I afterwards state (Statement No. 5) that, in particular, two parallel lodes have been cut, "of which the west is 8 to 10 ft. wide, with large spots of lead." This statement is not only corroborated by Capts. Gumb, Gregory, and Reynolds, in their reports, but the lodes are there to tell their own story.

The 6th statement, that Capt. Gumb found a stone of lead weighing 7 lbs., rested on his personal authority; and at any moment he will confirm the truth of the statement. To prove the 4th statement, that "the leat, lobby, and wheel-pit would be finished, and the shaft sunk down 5 or 6 fms. in two months," a very few figures will suffice. With the wheel in the place I then proposed, and still maintain to be right, the lobby would have been 33, and the leat 329 fms. long, containing 99 and 327 cubic fathoms. The wheel-pit containing 24, the three could easily have been cut in six or seven weeks by gangs of 7, 14, and 3 men. That the shaft alluded to, since abandoned, then down 2 fms., could have been sunk 4 fms. more in two months is easily shown—nine men for two months, at 4*l.* a month (fair wages for shaft work) would be 18*l.* a fm., a sum greatly above what such ground would cost.

I have now, Sir, examined each statement separately, and leave to those interested to judge between me and the committee, and to see whether they were justified in affixing to my report the character of "fallacious, and calculated to mislead."

Nov. 10. JOHN BENNETT.

ON THE CASTLE DINAS MINES, ST. COLUMB, CORNWALL.

BY JOHN CALVERT, ESQ., F.G.S.

The general features of your sett are Roach Hill, or "Belovely Beacon," on the east, consisting of a coarse-grained granite containing tin; Castle Dinas, an elevation to the west, likewise granite, but of a fine grain, seeming to contain no metal; a very strong elvan course running from east-north east to west-south-west, passing through the southern portion of these two hills, and dipping into them. The valley intervening between the two hills, both north and south of the elvan, is killas or clay-slate. As the intruded crystalline rocks are of various geological epochs, the killas is contorted into every variety of angle, more particularly by the after intrusion, so that it is cramped and squeezed, as it were, against the first intruded mass. The consequence is a very great number of metalliferous lodes are here arranged in a very small space of ground, and take a very complicated character. The killas is not only forcibly compressed, but is for the most part completely burnt up, appearing of a buff colour, locally termed buff killas. This appearance, in my view, is caused by the electric alteration of the large masses of metal in the immediate vicinity. The conditions already described are sufficient to account for much complication, but there is further a cross-course running up the valley north-west by north, and cutting most of the lodes nearly at right angles. Some of the more southerly lodes run more nearly in a north or south direction. There are several counter lodes. This cross-course has finally decided the mineral character of the district, being the last geological occurrence apart from operations still in progress.

I found the tin setting strongly south-west by south, making tin at the backs of the lodes as the ground rises to the Castle Dinas, likewise making good tin at the elvan, where the lodes become split into many strings, and also making good tin on the surface by the overflowing of the lodes wherever they happen to come into a valley, or where there is sufficient moisture to keep battery power at work. Thus, under such circumstances, the tin at the surface often takes the place of animal and vegetable remains, and often the form of large pebbles and boulders, as I have seen in the great tin deposits of Australia, and corresponding to what takes place in the transformation of such remains in other geological positions into silex, or into phosphates or carbonates of lime. The efficient cause for tin taking this superficial direction is that the geological conditions of the neighbouring formations, in co-operation with the presence of copper in the immediate vicinity, determine it in that direction, tin in its electric condition being antagonistic to copper, as gold is to iron. This accounts for the metals being found rich in the neighbourhood of their opposing metals, because in an electric state they cannot co-exist after they come under the immediate influence of each other; therefore one or both must precipitate. If both precipitate, the ores will be of different chemical constitution; one may be an oxide, whilst the other may be a sulphuret; but those metals which are not various in their chemical bases, such as gold and generally tin, will always produce the same ores or chemical combinations in contact with other metals. Gold will thus precipitate iron in an oxide, whilst the oxide of tin will cause copper generally to form in a sulphuret. In some of my experiments I have obtained results elucidatory of what I have practically observed, and I may observe that so powerfully is the operation when two metals under precipitation are brought in contact, that a forcible explosion ensues.

I advert to these practical considerations, because while they explain the mineral formations on your sett, they guide me in the results to be expected from a careful and miner-like course of proceedings. Tin partakes of a twofold character—namely, a decided determination to the surface, and a great sensitiveness whenever it comes in contact or near to metals that are antagonistic to it, electrically speaking. In your sett it will be found that the tin has taken its position under both these circumstances. The determination to the surface is now and has been very great, and this accounts for the tin streamers having so long hung about the sett, for they must have taken out an enormous quantity of metal. Be this as it may, many of the lodes are greatly impoverished for some fathoms below the surface, the cause of which may be either that the granite suddenly cuts out the killas below, or that it runs down at an acute angle. In this latter case, judging from the surface conditions and indications, it allows room below, and here makes strong copper, which would further operate to drive the tin to the surface.

Whatever may be the position of the angle of inclination of the granite to the killas, and the dip of the elvan course to the killas and granite, still from the arrangement I witnessed, either would be favourable for the development of metal of the one kind or the other—namely, copper or tin. If the granite has cut out the killas, then the tin veins in the granite would become small and rich; and if otherwise, then it will pay to work for copper. As, however, to prove the sett so deep would incur a large expenditure, on account of the shape of the country not allowing a deep adit level, nor the fall of water being great enough to be brought upon machinery of sufficient power to keep the workings dry much below 20 fathoms, nothing but a powerful engine will ever be of use for this purpose: but as the shareholders in the Castle Dinas Mines may very naturally wish to see tin before they go to so large an outlay, I beg to suggest a course by which this sett may be proved economically near the surface for this metal. There are on the sett four spots, all of sufficient importance, and admitting of exploration at a trifling cost, by taking advantage of the present machinery and workings.

There are two places I consider of the most importance and they are connected with the elvan course—namely:—

1. I would sink a shaft on the back of the elvan, about north-west of the engine-house. It might be sunk upon just at the northern side of the junction of the two roads, not so far from the the engine as the present shaft is being sunk at Fat-work Hatch; so that, after they have gone down as far as the water will allow, and have reported to me, if they can, the angle of dip of the elvan, the flat-rods may be moved round to that spot at a trifling expense. The angle of the elvan at that point is of importance, for I could not fix the site of the engine-shaft without it, should the shareholders determine on trying the sett deeper. It will likewise determine the value of the lodes to the south of the elvan, for the elvan dipping to the north, the greater the angle of inclination the more tin the southern lodes will carry down within a certain distance of the elvan, the heave being against the tin finding its way to the surface there.

2. That a shaft shall be sunk upon the elvan, where it is widened by several lodes coming into it—namely, Castle lode, Dinas Corner lode, and Dowser's lode; for these lodes have made plenty of tin where they meet the elvan, and of the best kind, and where the elvan is most cut up by the split lodes. I consider it will pay for stamping.

3. That Brunton's lode shall be cut by continuing the old men's south-south-west adit, which gives 23 fathoms back.

4. That Dinas Corner lode shall be proved by a cross-cut at the junction of Chipman's lode with it, the counter lode meeting the 8-feet and Dinas Corner lode at pretty nearly one point, which will be a few fathoms to the south.

As an alternative on the second recommendation, a more miner-like but more expensive operation will be to drive a level from Fat-work Hatch shaft to the point of elvan already referred to, called the Strings, thereby intersecting two if not three lodes, and providing the elvan be of sufficient dip, they will contain good tin at from 15 to 20 fathoms from the surface. If this level be driven at any reasonable depth, say from 14 to 15 fms., you will require at least a 12 in. lift to keep the workings dry. This level to be driven to meet a shaft sunk upon the elvan course, and which shaft will be sure to cut improving tin. It will be for the shareholders in the Castle Dinas Mines to determine which course will be most expedient and most suitable to their views for developing the undertakings in which they are engaged.

In the inspection of your sett I received every assistance from the agents of the company, and I spent several days in the investigation, in which I was accompanied by Capt. Brewer and Capt. P. Floyd, whose long acquaintance with the district, and practical experience were of material service to me in examining the complicated formations of the district.—*J. CALVERT: 189, Strand.*

MINERS' SCHOOL-ROOM, BILSTON.—On Monday evening last, upwards of 200 adult miners attended St. Leonard's School-rooms, which have been opened for the purpose of affording them the means of obtaining education, through the kindness of the vicar, the Rev. S. Fletcher, and several other benevolent gentlemen of the town. The step is a praiseworthy one, and we earnestly hope that the example will be followed, and be as successful as it is deserving.—*Wolverhampton Herald.*

Meetings of Mining Companies.

WEST WHEAL RUSSELL MINING COMPANY.

A meeting of shareholders was held at Salvador House, Bishopsgate-street, on Tuesday, Mr. F. STAINSBY in the chair.

The CHAIRMAN read the following statement of accounts:—

Call of 5*s.* per share			£1000	0 0
Balance last account	£334	5 0		
Mine cost, June, July, and August	414	14 2½	768	19 11
Leaving balance in favour of company			£ 231	0 1

The SECRETARY then read the subjoined report from Capt. H. Skewis:—

In the 75, west of engine-shaft, the lode is about 2 feet wide, composed of flookan, spar, and capels, with a leader of copper about 2 in. wide. In the 37 we have cut the cross-course, and are now driving north to cut the lode. We intend to have this level dialled in the coming week, for the purpose of knowing where the end is on the western side of the Tamar River. We shall then ascertain the length of cross-cut required to cut the north lode. The lode in the adit level, west of Williams's shaft, on the north lode, is about 9 ft. wide—gossan, mundic, peach, spar, and good spots of yellow ore, with well-defined walls, being altogether of a very promising character; from present appearances it is reasonable to believe we shall have a productive lode in depth. Sims's shaft is now 10 fms. below the surface; there are about 7 fms. more to sink and rise to communicate with the adit level. We have suspended all the operations at Bayly's shaft, in consequence of the water being left in so frequently; the lode being so small and poor, and the ground very hard for driving, we could not recommend the erection of any new machinery on it. We have about 5 tons of copper ore ready for sale, which will be sampled at the next sampling in Morwellham.

Mr. P. JOHNSON said, he believed this was a mine that would eventually become valuable property.

Mr. STAINSBY remarked, that they were entirely free from debt; every shilling had been charged up and paid.

Mr. JOHNSON was quite certain they had a very good sett, and recommended more spirited operations.

Mr. STAINSBY said, they had very good agents at the mine, and, if instructed to do so, they would act more vigorously.

It was then resolved that a call of 2*s.* 6*d.* per share be made, payable on or before the 28th inst. Also, that a special meeting be called for the 29th inst., for the purpose of forfeiting the shares of those who had not paid the call made 3d Aug. last.

Mr. ENSOR called the attention of the meeting to what he considered a very important matter. It was certain they were going on very slowly; and when that was the case, shareholders were apt to become impatient, and he was quite sure that nothing would be so satisfactory to them as to receive a detailed statement of their affairs; and nothing would be more gratifying to him than to have the opinion of Mr. Johnson, if that gentleman would do them the favour to visit the mine. An opinion from such a source would give encouragement to the shareholders, and much more information would be elicited by such means than they could possibly obtain from the reports of agents, however just their intentions might be. There were many points which an agent would express in conversation, which he could not express on paper; and hence the importance of an interview. As they all knew what a practical man Mr. Johnson was, he (Mr. Ensor) would move that that gentleman be requested to visit the mine, and consult with the agents upon all matters with a view to the future prosecution of the works, and to favour the company with his report thereon at the next meeting. He (Mr. Ensor) had always found such visits productive of good, and was sure that, in this instance, it would lead to a satisfactory result, as it would guide them in their future development of the property.

Mr. BIRDSEY seconded the proposition, which was carried unanimously; and Mr. Johnson agreed to carry out the wishes of the meeting.

A vote of thanks to the chairman terminated the proceedings.

CUBERT UNITED MINING COMPANY.

A meeting of shareholders was held at the offices of the company, King William-street, on Monday, Mr. W. BYRON in the chair.

The SECRETARY read the notice convening the meeting, and having submitted the statement of accounts and report of the committee,

The CHAIRMAN said, that from some cause or other, which he was not in a position to explain, they had not been furnished with a report from Captain Richards. He regretted the absence of such a report, as he had no doubt it would have been very satisfactory to the shareholders. In all probability it would be received by the next post, and as soon as it came to hand it would be sent to the printers, and a copy would be forwarded to each shareholder with as little delay as possible. Captain Richards was a very punctual man in all his transactions; in fact, the company were in the hands of a first-rate man in every sense, and against whom it was impossible to say one word of reproach.

Mr. REID, who fully concurred in the opinion of the chairman with regard to the merits of Capt. Richards, expressed considerable astonishment at the small quantity of ore raised since August last; that was a matter which he (Mr. Reid) thought required some explanation.

Mr. BROMFIELD was glad to find in Mr. Reid a gentleman who knew something of mining, and quite agreed with him that the shareholders were entitled to much further information than they had as yet obtained. He did not complain of the committee, who, he was satisfied, acted most conscientiously; but he must confess that he was far from being satisfied with the present position of the company. The report of the committee did not disclose a single fact of any importance; nothing was said in it about their future prospects. The accounts showed that since August last 16 tons of ore only had been raised; and when he remembered that their former captain—he alluded to Capt. Treweek—had had the audacity to come up to town and tell them that this mine was on the verge of producing 80 tons a month, 40 tons of which were to be dressed by two or three girls, he (Mr. Bromfield) felt that shareholders ought to look about them, and that they ought to be informed of their position. He was quite sure that neither he nor his brother shareholders wished to reflect in the slightest way upon the committee, but having been told that if a little spirit were infused into the management, the property would in 12 months become remunerative, and now finding the company in debt, he was anxious to know, and he thought the shareholders ought like men of business to see, whether the mine was worth proceeding with. If they could only raise 14 tons of ore in two months, and that too at an enormous expense, he thought the shareholders ought to pause before they increased their liabilities, or agreed to any further call. He very much regretted the absence of Mr. Thomas Watson and Mr. Truscott, who could have given them a great deal of information, and might possibly have dispelled the unfavourable opinion which many entertained of the property, and which, looking at all the circumstances, he felt called upon to express. What the shareholders wanted to know was, were there any prospects of ultimate success? If there were no prospects it was no use spending more money, and before they were called upon to pay more, some reason ought to be given for making a further call.

Mr. REID said they had been opening a great deal of ground, and it would be easy to state whether it was ore or not. He thought they ought also to be informed of the probable expense of the levels that Capt. Richards was now driving.

The CHAIRMAN said, it should be borne in mind that the new management had hardly had time to look about, and that there had been rather a large outlay for surface works. It must also be observed that there had been no call made since February last—a period of nine months. He could only say, that such was his own opinion of the property that he had increased his interest in it.

Mr. BROMFIELD thought the question they had to deal with was a momentous one, and he would, therefore, move that the meeting be adjourned to that day week, on the ground that they had not the captain's report, and in consequence of the scant attendance of the committee.—The proposition was seconded and carried by a large majority.

THE DEVON TIN MINES, DARTMOOR.

A general meeting of shareholders (which was numerously attended) was held on the 7th inst., at 26, New Bridge-street, Blackfriars, the London offices of the mines, Mr. ALEX. GREIG in the chair.

The SECRETARY read the minutes of the last meeting, held in May, which were confirmed, and the statement of accounts submitted showed that a capital of 4065*l.* in cash had been raised and placed at the bankers. The expenditure since the commencement of the enterprize amounted to 1454*l.* 18*s.* 7*d.*, leaving a clear balance in hand to the credit of the mines of 2610*l.* 1*s.* 5*d.*, independently of reserved shares and a further sum of several hundred pounds to be added by certain of the shareholders when called for.

A considerable discussion arose in consequence of one of the shareholders (Mr. Brown) complaining that bi-monthly meetings had not been held, in pursuance of the rules of the cost-book, and that so large an expenditure as that which had been made since the last meeting of the shareholders up to the present time had been made without the express sanction of the shareholders. It was at once admitted by the committee, that the express terms of the cost-book required, and, in fact, every circumstance rendered it desirable, that such meetings should be regularly held; but it appeared, from the statement of the committee, that considerable machinery having been required for the mine, and it having been considered desirable that a deputation should personally report on the present position and prospects of the property, the meetings had been postponed, but it was considered desirable that in future the bi-monthly meetings should be regularly held, and the secretary was directed to summon them accordingly.

The low price of the shares formed another subject of comment. It was, however, stated that, in pursuance of the system adopted by the company, the shares must be negociated at whatever the actual value for the time might appear, irrespective of any of those adventitious circumstances which occasionally unduly influenced the species of property.

A general explanation was then made by one of the committee, as to the course of proceeding which had been adopted since the last meeting of the shareholders, and it appeared that every effort had been made to give efficiency to the property.

Plans and sections of the mining property, which had been prepared by Mr. Gullet of Tavistock, were submitted to the meeting; and a lengthened report from Mr. Ware, captain of the mines, accompanied by the opinions of Capt. Drewe, of the Arundel Mines, and Capt. Bennett, of Ilsington, were produced and read to the meeting.

From the several documents, it appeared that the Devon Tin Mines are on the eastern boundary of the Forest of Dartmoor, near the junction of the east and west Dart Rivers, distant about six or seven miles from the town of Ashburton. The sett is very large, being more than two miles in length on the course of the lodes, and equally wide. This large sett is, in fact, or may well be considered, two mining properties, two mines being now worked there—the northern portion of the sett, or the mine, and the southern portion, the south or old mine. There are two well-defined tin lodes passing through the north sett, and more will probably be discovered in the course of working. The plan suggested to Mr. Ware, in the spring, that the shaft should be drained had been effected by an extension of rods connected with the water-wheel at another part of the old mine, being the second at work on the mine. This wheel, it is considered, will be sufficient to drain the mine to a considerable depth. The necessary machinery, such as rods, bobs, whims, and other things for working and securing the shaft, had been all put in order. At this part of the south sett stamping apparatus had been prepared for crushing ores. There were also floors laid out for dressing the ores. A smiths' shop had been erected, and provided with the necessary implements. In the north, or new mine, the working had been continued both in the 5 and 15 fm. levels, driving both east and west on tin ground which had been opened on. An extensive workshop had been erected for the smith, and material house and carpenters' work place had been enlarged. Stamps for the dressing of the ores and dressing-floors were in progress at this part also. A large water-wheel, about 20 ft. diameter, and 3 ft. broad, to which nearly 200 fms. of rods are attached, and other machinery, were at work in the north mine, and further rods were now attached to clear the shaft in the 5 fm. level from water, and facilitate the operations. The shaft in the north mine had been sunk to the 15 fm. level, and a level driven east and west several fathoms—the lode very promising. Samples of the ore raised from

this part were produced to the shareholders, and directions given that they should be immediately dressed and prepared for market.

The captain stated that at the north mine the 15 fm. level east was extended from the engine-shaft 11 fms.; for some time past the ground at this part had been hard and spare for driving; this channel he considered he had now passed through, and was in ground where he might expect the lode more productive, as in the level above; the lode produced good stones of tin, and in all probability would be found more productive as it gets nearer the slide. The 15 fm. level west is now in 9 fms. 3 ft.; the ground of a favourable character for mineral; the lode regular and well-defined, having a kindly appearance, and producing some tin; the winze sinking below the 3 fm. level east is now down 3 fms. 5 ft.; the lode continued to produce tinstuff, worth about 1 cwt. of tin per 100 sacks; this lode showed evident indications of productiveness, and left no reason to doubt as to the value in depth. At the south mine the captain stated the engine-shaft was now down 25 fms. 3 ft. 11 in.; the lode presented a very kindly appearance, producing stones of tin of a rich quality. In the adit level west the lode at present is small, but contains spots of tin; in extending this level in all probability it would lay open valuable tin ground. The progress of operations had been retarded, in consequence of the leat being two contracted to carry a supply of water for both wheels; the weather, too, had been also unfavourable for putting it into an efficient state.

After a very lengthened discussion, it was considered desirable that the committee should obtain a report from Mr. Hitchins, or other competent authority, as to the condition of the mine, and the prospects for the future working, and that, in the meantime, as little as possible be expended.

Mr. Perkes and Mr. Attenborough seconded the resolution.

It was ultimately arranged that Mr. Perkes, the engineer, who attended the meeting, should professionally visit the mines, and that the secretary should request Mr. Josiah Hitchins to advise with him.

Mr. George Strange (a country shareholder) attended the meeting, to give the result of his personal visit to the mines, which he considered a very valuable property, if it could be economically and properly developed.

A vote of thanks was passed to the chairman, and the meeting was adjourned until the 22d inst., to receive further reports as to the mine.

[ADVERTISEMENT.]

WHEAL SAMSON ADJOURNED GENERAL MEETING. 61

The directors of this mine having observed a report of a meeting held at the offices of the company on Wednesday last, are under the necessity of notifying that such statement is not published by their sanction, and that it is a fundamental principle in the constitution of the company that no shareholder shall be permitted to report, as of authority, upon any of their proceedings, but that any unauthorised reports which may be offered for publication shall have their origin identified, by the name of the author being attached thereto. The directors wish to avoid all mention of matters which occurred at the meeting which were not embraced within the legitimate business of the mine—not with the intent of withholding any needful information, or with the desire of shielding any of the officers of the company, could blame or incompetency be justly charged upon them—but for the purpose of preventing all personality and unseemly altercation.

The Chairman stated that the meeting was held for the purposes of passing the quarterly accounts, and for receiving from Mr. Thomas, who had just returned from the mine, a verbal report of its prospects, together with his recommendation as to its future operations.

Mr. Thomas then gave a detailed and clear account of the past operations of the mine, with a satisfactory and encouraging statement of its prospects. The statement was devoid of any censure upon the agents employed, or upon parties who had inspected and reported on the mine; it was also free from any injurious remarks upon neighbouring properties or companies; but explanatory of the highly-mineralised character of the neighbourhood, now being exhibited by the united operations of the various adventurers, from which the characteristics of the lodes of the district would be developed, and he had no doubt would result in a fortunate issue to their exertions.

This statement differed materially from the remarks of Mr. Nottingham, but having been verbally given, it is assumed that the discrepancies might arise from Mr. Nottingham's want of knowledge of mining operations.

Mr. Nettingham then gave his opinion of the fitness of Mr. Thomas for the office he filled, and concluded his remarks by making the following motion, which was seconded by Mr. Braid:—"That the services of Mr. Frederick S. Thomas, as consulting agent of the mine, be dispensed with, and that the office be henceforth abolished."

The Directors, each in their turn, regretted that feelings, evidently personal, should have urged Mr. Nottingham and Mr. Braed to take the step which they had adopted. They stated that they and their friends had embarked their money largely upon the recommendation of Mr. Thomas, not only in the Wheal Samson, but in several other mines; that it was true the Wheal Samson had been more tardy in her development than they had hoped, but that the anticipated points of favourable results had not yet been reached; that there were just grounds for the reasonable hope of ultimate success; whilst in the other mines, the inducements held out by Mr. Thomas for the formation of the respective companies had been greatly exceeded by the results, as had also been their own anticipations. They stated they had been in the habit of meeting Mr. Thomas weekly at their board, of receiving his explanations and advice; they considered his written instructions, and the opinions therein recorded were fully justified by the results which had followed, and that they were better able to form a correct opinion of the value of his services than any other shareholders.

Other gentlemen, holding large interests in the mine, expressed corresponding opinions. The motion of Mr. Nottingham was then put, when it was found that six persons voted with him, holding, in the aggregate, 210 shares, whilst on the other side his motion was negatived by six persons, holding, collectively, 3675 shares, Mr. Thomas, who holds upwards of 3000 shares in the mine, refraining to vote upon this and all other questions.

The motion was then put by Mr. Nottingham, and seconded by Mr. Braid—"That the services of Mr. Thomas's son, as agent of the mine, should be dispensed with." The motion was negatived by the same majority.

It was then proposed—"That the proceedings on the mine, as now advised by Mr. Thomas, should be adopted,"—resolved unanimously.

The accounts of the past quarter, showing the available assets of the company to amount to 1624*l.* 19s. 7d., were then examined and passed.

A vote of thanks to the directors for their past conduct in the administration of the affairs of the company was then proposed by Mr. Nottingham, seconded by Mr. Braid, and carried unanimously; as also a vote of thanks to the chairman for his services at the present meeting.—By order of the board, W. H. Crossman, Sec.

AGUA FRIA GOLD MINING COMPANY.

The second annual general meeting of shareholders was held at the London Tavern, on Wednesday, the 9th inst.—Professor Ansted in the chair.

The Chairman regretted the absence of Sir Robert Price, who might have been able to give them more information, as he (the Professor) had been from England for upwards of eight months, but no doubt any information they might require would be given by the other directors.

The Secretary then read the notice convening the meeting, and the report of the Directors, as follows—

The directors are happy to be able to congratulate the proprietors on the successful operation at Gold Hill of the machinery sent out from this country. The arrangements with the Gold Hill and Nevada Mining Companies, in Grass Valley, having been completed in accordance with the terms approved at the special general meeting on the 2nd June last, the foundations for the engine were at once commenced. These were formed of the excellent timber found in great abundance in the valley itself. Notwithstanding the intense heat of the weather (the thermometer ranging in the shade from 90° to 105°), the works were carried on with the greatest activity, and the engine was erected, and the steam got up on the 27th of August.

The directors take this opportunity of recording their unqualified satisfaction with the zeal and ability displayed by Messrs. Hepburn and Attwood, and the great attention and care given by all concerned in this operation, as well as in transhipping and forwarding such heavy machinery across the country without loss or breakage. At the date of the last despatches (29th August), some further time was required before the completion of the crushing and amalgamating apparatus, on which the company's hopes were busily engaged.

The machinery of the Gold Hill Company, although very imperfect as compared with your own, had yet enabled the managing director to send home bi-monthly remittances of gold, which continued uninterrupted until the 31st of July, when the old works were removed to make way for the new. Various works have also been carried on for more completely developing the mine, including a tramway from the shaft to the crushing-mill, and an adit level driven into the hill, to facilitate the extraction of the quartzstone. It is from the drifts in connection with this level that a large proportion of the stone that has been stamped, and of which the produce has been returned here, was obtained. "The veinstone from the adit level," Mr. Attwood says, "is the poorest part of the vein, yielding from ¾ oz. to 1 oz. of gold per ton; the cost of raising and delivering which at the mill, stamping and treating, was 38s. per ton," leaving a profit of about 20s. Mr. Attwood also thinks that a saving of 20 per cent. in the cost will be effected by the new crushing-mill. The directors have not been furnished with particulars of the quantity of quartz crushed, but the gold thus incidentally obtained from the 14th February to the end of July, during which the mill was worked 129 days, amounts to 2269¼ ozs., realising the sum of 7970*l.* 10s. 6d.

It will be observed in the subjoined statement of receipts and expenditure, that the whole amount paid to, or on behalf of, the Gold Hill Company to the end of July, is included in one item. The directors have been unable to separate the charges for opening out and developing the mine from the working expenses, the necessary information not having been received from California, but the sum of 18,746*l.* 18s. 5d. includes the payment of 10,000*l.* to the Gold Hill Company; and a further sum, the amount of which is not yet ascertained, for the permanent works alluded to above. The directors, under these circumstances, feel the greatest diffidence in offering any opinion for reference to this property, conscious of the responsibility which may attach to them if they raise expectations not justified by the result. They content themselves, however, with stating that as yet the daily crushing of quartz has probably never exceeded 10 tons, and the heavy machinery which there is every reason to believe is at this time at work, is capable, in the opinion of your engineers, of crushing 100 tons a day.

They call the attention of the managing director and engineer has been principally directed to Gold Hill, in the hope that an earlier return might thus be secured to the services of Mr. Capt. Williams has remained at Agua Fria, to superintend the openings which are being directed by Mr. Attwood at his last visit, in order to test it more fully. The managing director, Mr. Hepburn, had also proceeded to Agua Fria, to make some trial of the veinstone on a larger scale, which he was carrying out when he last wrote.

The directors who retire in rotation on this occasion are James Clay, Esq., and T. E. Headlam, Esq., M.P., who severally offer themselves for re-election. The auditors, Messrs. S. M. Fenwick and J. P. Judd, also retire, but offer themselves for re-election.

The following is an abstract of the accounts submitted:—

RECEIPTS.

Amount received on shares, interest, profit, &c.	£69,392	16	4
Proceeds of specimens	611	9	11
Dividend paid (Gold Hill)	7,970	10	6
Total	£77,974	16	9

EXPENDITURE.

Balance to September, 1852	£18,661	11	5
Cost in England, including preliminary expenses, outfit, and passage of director and staff	2,274	3	8
Cost of machinery, &c.	4,346	6	5
Expenditure in California, including purchase-money and development of mines, conveyance of machinery, &c.	28,879	17	1
Amount paid to £24,658 14 2			
Less payable 1,045 16 0 =	23,612	18	2
Total	£77,974	16	9

The Chairman said, before proposing the adoption of the report, he should make a few observations. It might be made an objection that their progress had not been so rapid as might have been expected; but the machinery that had been sent out was very heavy, and under no similar circumstances could the result have been obtained sooner. They started two years ago with a property half-way across the world; and, considering the difficulties and delays in getting machinery made, and having it conveyed to a country like California, it was impossible to get to work in a shorter time. He had to congratulate them that the machinery had reached its destination without accident, and believed it was at work at the present time, under the management of Mr. Attwood, whose ability was so well-known, and who, he was confident, had it erected as quickly as possible. They had already had remittances from California, amounting to nearly 8000*l.*, these were received regularly up to July last, but they were now stopped, in consequence of the old mill being removed to make room for the new one. In the present state of their affairs, they were unable to lay before the shareholders the exact amount of profit, but looking at the accounts, he believed it was considerable, upwards of 2000*l.*, and that realised from small and inefficient machinery. He fully anticipated shortly calling them together under circumstances far more favourable than the present; and could say with great confidence that he hoped soon to call them together to make a dividend. (Cheers.) With regard to the nature of the machinery, he believed they would be able to crush 100 tons of quartz per day; and to show the directors had not neglected the interest of the shareholders, they had been watching the various improvements in quartz-crushing machinery, well knowing it was necessary to work a large quantity to make it profitable. The attention of the directors had been called to two machines, both invented by American gentlemen. The first, by Mr. Cochrane, he had seen at work in America, 12 months ago; the second, patented by Mr. Berdan, had the great advantage of amalgamating at the same time; that appeared to him a principle of great importance; and although he could not speak of any result of great consequence, it was quite certain Mr. Berdan's machine had succeeded in producing a quantity of gold out of the "tailings," as it was called, after being subject to other processes. Yesterday 1 ton of the tailings of quartz from Gold Hill, that had been crushed and washed by the ordinary means, had been worked through Berdan's machine, when nearly ½ oz. of gold was produced. He mentioned these circumstances to show that they were not losing sight of the interests of the company; and should be happy to answer any questions that might be put to him relating to their affairs, either at home or abroad. (Hear.)

The Chairman then moved that the report and accounts be received and adopted, which was seconded by Mr. Clay, and carried unanimously.

A Shareholder wished to know how the 150*l.* had been expended which was voted to the widows of the men who had died in the service of the company? Had anything been done for the fatherless children? He was satisfied it was of the greatest importance to the company they should be cared for, and, independent of their duty, it would in the end benefit them. (Cheers.)

The Chairman replied that the money was placed in the hands of trustees, and so contrived that both the widows and children would receive the benefit. (Hear.)

It was then proposed, seconded, and carried unanimously, that J. Clay, Esq., and T. E. Headlam, Esq., M.P., who went out by rotation, be re-elected directors, and J. P. Judd and E. M. Fenwick, Esqrs., auditors.

Mr. Wood said, after the satisfactory report they had heard read, and the explanations given, he should move that the thanks of the meeting be given to the directors, for the efficient manner they had conducted the affairs of the company, and to the chairman, for the able and impartial manner he had presided over the meeting, which was seconded and carried amidst much applause.

The Chairman, in returning thanks on behalf of himself and other directors, assured the shareholders they were fully sensible of the vote of confidence expressed, and hoped very soon to have the pleasure of meeting them to declare a dividend; the sooner the better. (Cheers.)

The meeting then terminated in a most satisfactory manner.

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—No lode has been broken in Field's engine-shaft, sinking under the 110 fm. level; therefore, it is reported as last—viz., worth 100*l.* per fm.; the lode here is standing 9 ft. high, and the shaftmen will commence breaking it tomorrow. The north lode in the 110 fm. level, east of this shaft, is worth for copper ore 100*l.* per fm.; the south lode in the same level is worth for copper ore 4*l.* per fm. The lode in No. 3 winze, sinking under the 100 fm. level, east of this shaft, is worth for copper ore 45*l.* per fm. At Nicholls's shaft, which is in the south ground, owing to rain, the water is more than can be kept by the whim-barrels. We are now preparing a lift, which will be put to work this week, and which we think will drain the water effectually. No change in any other of our tutwork operations since the last report.—Matthew White: Oct. 31.

— The lode in Field's engine-shaft, sinking under the 110 fathom level, is worth for copper ore 55*l.* per fm. The north lode in the 110 fm. level, east of this shaft, is worth for copper ore 60*l.* per fm.; the south lode in the same level is 3 ft. wide, and at present poor; this is as it was over this ground in the 100 fm. level; some 4 fms. east we expect the best of the ore ground. In the 110 fm. level, east of this shaft, we have driven 28 fms. through a continuous course of copper ore, worth 140*l.* per fm. The lode in No. 3 winze, sinking under the 100 fm. level, east of this shaft, is worth for copper ore 35*l.* per fm. At Nicholls's, the lift is put to work, and by to-morrow morning we expect the water will be drained. No change in any other part of these mines since the last report.—Matthew White: Nov. 7.

ABERFREWED.—I yesterday went underground at your mine. The lode in the 20 fm. level, driving east of the engine-shaft, is from 3 to 4 ft. wide, composed principally of a light blue slate, with a mixture of quartz and silver-lead ore, yielding of the latter 12 cwts. per fm.; this end is improving gradually, and in driving about 6 fms. further we shall get under the run of ore ground gone down from the adit level, which will leave a back of about 14 fms.; the lode in the same level west is from 4 to 5 ft. wide, composed of a light blue slate, with a soft spar and silver-lead ore, yielding of the latter 1½ ton per fm. I was present on Saturday when from one hole which was blasted in the lode at least 10 cwts. of ore was sent to the surface: this is a very great improvement since my last report, and, judging from appearances, I think it likely still further to improve in extending the level west, as there is a good orey lode gone down under the adit level, from 6 to 8 fms. to the west of the present 20 end. Our drawing machine and crusher are in full course of working. Our dressing operations are proceeding satisfactorily: we have several tons of ore already dressed, and shall have a good parcel for the market shortly.—S. Trevethan: Taliesin, Nov. 1.

ANNA MARIA.—The lode in the 20, going west, is about 5 ft. wide, composed of spar, mundic, and prian, spotted with lead and yellow copper ore; it is a very promising lode, and we are now about to make preparations to sink deeper, believing the prospects to fully warrant our doing so.—R. Dunstan: Nov. 7.

ANGARRACK CONSOLS.—I find we have not yet driven through the great lode in the cross-cut north; it is now about 12 ft. wide—a kindly champion lode, and will, without doubt, make copper a little deeper. The end on tin lode, east of Cold Harbour, is just the same as when we commenced driving; it is 18 in. wide, consisting of mundic, capel, spar, and a little tin; the end west of Cold Harbour shaft, on tin lode, will be set to drive to-morrow; from it we shall save some good tin work immediately. We find in clearing the plat that the lode, which is 3 ft. 6 in. wide, is stoped away for about 3 ft. deep and 8 ft. long, and good samples of tin work can be taken from the lode in different places, some of which I will forward you, with copper samples from the different lodes in the mine. The ground stoped away on the tin lode is from the bottom of the plat, and I suppose as deep as the old miners could go for the water.—James Barratt: Nov. 9.

BALLESWIDDEN UNITED.—The boiler is in its place, and the masons are building the boiler-house as fast as possible. The enginemen are putting in the house-work with all speed. Our surfacemen are bringing up the level to the upper engine-shaft to take off the water the engine will draw. The tributers on flat lode are going on just as they were at my last report. I have sampled from flat lode about 60*l.* worth of tin, which I hope will be all stamped to put to smelting-house on Saturday if all be well. We want nothing here but to fork our mine, according to every report, and go and break tin at once to pay cost; this cannot take place until we fork and clear the mine of water.—H. Michell: Nov. 8.

BAMFYLDE.—The men are continuing to drive in the old adit level, and have come to a very large lode of gossan, apparently rich, being quite similar to the gold gossan of the Poltimore. We are opening one of the old shafts, and are down about 4½ fms.

BAT HOLES.—The Cornish lode in the 60 fm. level, driving south, is 3 ft. wide, composed of spar and carbonate of lime. The Wood lode in the 48, driving south, is 2 ft. 6 in. wide—a mixture of spar and blende, spotted with lead ore. The stopes in the bottom of the shallow level, on California lode, are yielding good lead ore.—W. Barratt: Nov. 9.

BIRCH ALLER.—The 40 fm. level north has been driven 4 fms. 4 ft. 2 in., and is without any change to notice since I wrote to you last; we intend to drive this level 8 or 9 fms. further before cutting through to the western wall, when we calculate we shall be within the dip of the gossan seen in the adit level. The 40 fm. level south has been driven 3 fms. 2 ft.; the ground has been very spare, but we are anticipating a change shortly; the lode is becoming more sprigged with jack and mundic, with spots of lead and white iron, very much resembling the ground seen in the 30 over this point. The 30 south has been driven 8 fms. 2 ft. 9 in.; in driving the first 4 fms. we had a good leady lode, and we calculate we have now at the surface about 5 tons of lead: we have intersected what we call the eastern wall of the western lode, and I have now brought the men back to drive on the western wall, which looks very promising for making lead again; the winze below this level has been sunk 2 fms. 4 ft., and in the bottom of the winze for 2 ft. long there is a branch from 8 to 10 in. wide, producing saving work for lead. I have suspended this winze for the present, and put the men to drive the 30 under the south whim-shaft; we shall have about 4 fms. to drive, where we intend to rise against the shaft, and hope by the end of two months to hole so as to be in a position to throw the kibble to bottom. The 15 south has been driven 1 fm. 2 ft. 6 in., and holed to the south whim-shaft. The south whim-shaft has been commenced to sink below the 15, and is now down 1 fm. 2 ft. 6 inches; the ground is of a very congenial nature, and should it continue I think it will be down by the time calculated upon. We are making the dressing floors and things connected therewith as fast as possible. The engine and all the machinery are in good working order.—G. R. Odgers: Nov. 5.

BODMIN UNITED.—The engine-shaft is down 5 fms. below the 80, the ground still soft, and requires to be close timbered; the shaft is being sunk under the south wall of the lode, consequently but little of the lode can be seen. In sinking the shaft, we occasionally find good stones of yellow ore washing out of the lode; there is every probability of our finding a good lode when we cross-cut it at the 90, which we hope to do in about two months. But little has been done in the 80 east since my last report; the men belonging there have been cutting a winze plat, and making other preparations to sink a winze on the ore gone down in the bottom of the level, which is nearly dry; we shall commence to sink there in a few days. The 80 west is still being cleared; as soon as this level is cleared, we purpose driving this end with all possible dispatch to reach the run of ore ground gone down from the 60: in driving this level we shall have 20 fms. of back. It is not our intention to drive the 70 fm. level west at present. John's shaft, near Messer's, is down 17 fms., the ground still good for sinking. There is no material alteration in our tribute department since my last report. We shall have about 40 tons of dressed ore on the floors this week, and about 70 tons to sample by the end of this month.—R. Rich: Oct. 25 to Nov. 8.

BOSORN MINE.—The 50 end, west of Halket's, is still in hard ground, and poor; but a change is expected, as it is nearly under the tin ground in the 40 fm. level. Davey's shaft, sinking below the 40, is in hard ground; but at this point two lodes are crossing each other, which, together with their size, the tin they contain, and the character of the rock, are fair indications, and warrant a vigorous prosecution. The different stopes on this lode are producing some good tin, but will barely pay. The winze east of Davey's shaft, on Davey's lode, is improved since last report; the lode is about 1 ft. wide, worth at present about 7*l.* per fathom. In the back of the 30, on the guide east of the engine-shaft, some good tin has been discovered in the last few weeks, but it is not yet sufficiently opened to report on.—J. Truran: Nov. 5.

BOILING WELL.—Since my last report we have fixed a new lift to the 30 fathom level; divided the engine-shaft to the 30, and are now preparing to clear the engine-shaft to commence sinking, which will take about a fortnight. We have erected a horse-whim on the south lode shaft, and cleared it to the bottom, which is 20 fathoms below the adit. We are sinking a winze on the south lode in the 20; on the north lode, east of Wren's shaft, we have set tribute ground at 12s. in 1*l.* In a week's time we shall be ready to drive the two ends, east and west on the south lode, in the 30 fm. level.—George Reynolds: Nov. 5.

BOLENOWE.—In the past week the engine-shaft has been completed to the 40 fm. level, and the cross-cut commenced and driven about 5 ft. north of the shaft—driving by eight men, at 4*l.* per fathom. The ends at the 30 fm. level, east and west, are much the same as reported last week.—W. Roberts: Nov. 5.

BRYNTAIL.—The lode in the 12 fm. level, driving east from the engine-shaft, continues much the same as when last reported. There is an improvement in the ground which is softer for driving, as well as more congenial to ore, therefore, if it continues, we shall be able to get under the ore ground in the level above in less time than we anticipated. The winze sinking under the adit still produces a little ore, and is also getting into a more congenial stratum—the lode is from 2 to 24 ft. wide; when this shall be communicated with the 12, we purpose cross-cutting through the lode. We We are getting on satisfactorily with the deep adit, also with the other work in the mine.—Jas. Roach: Nov. 9.

BUTTERDON.—The lode in the adit end going south is from 1 to 1½ foot wide, chiefly gossan, with fine stones of lead, and altogether of a very satisfactory appearance. The cross-cut west is going on favourably. The mine is looking as well as can be expected at the depth, and fully warrants the application of machinery.—Joseph Kemp: Nov. 8.

CAE-GYNON.—The engine-shaft has now been completed from surface to the 10 fm. level under adit, and casings and dividings are now being put in. The engine-shaft, in sinking from the adit to the 10 fm. level, has produced about 15 cwts. of lead per fm. The stopes east and west of the engine-shaft, in the back of the 10 fm. level, are producing about ¾ ton per fm. We are now prepared for sinking the engine-shaft from the 10 to the 20 fm. level, and also a winze on the western bunch of ore, where the lode last seen was worth 20*l.* per fm. The 25-ft. water-wheel is now erected, and the crushing-mill, 30 in. diameter, nearly ready for work. The 20-ft. wheel, which was used for crushing previous to these erections, will now be put to draw the stuff, and the present new wheel be used for crushing and pumping. There is a large quantity of good ore stuff underground and at surface, waiting for the completion of the machinery, and which we hope to get into an effective state of working about the 19th inst.—Absalom Francis: Nov. 10.

CALSTOCK UNITED.—The men in the 30 fm. level, east of Varnish's, have resumed driving in the cross-course, having been hindered in the past week three days with the water while fixing our 10-in. lift; we expect to see the lode east of the cross-course in a few days. We cannot sink Varnish's shaft till we have the 5-in. working, but hope to have this lift completed to morrow, when we shall be sinking all working time. We have set three pitches near Hancock's shaft to 14 men; the price per ton of mundic from 5s. to 5s. 6d. The tramroad is being extended west of Hancock's shaft in the deep adit, where we expect to set other pitches to great advantage. Caroline's shaftmen are removing shaft tackle, and preparing to heave in the bob at the surface. The tin lode in the 42, east of Caroline's, is large, and we expect to open ground in this direction for tribute pitches. The tin pitch in the back of the 28 is improved, the men working with spirit, and getting fair wages—13s. 4d. in 1*l.* The tin and lead will be carried to market on Thursday next. The kilns, refining furnace, and the machinery, are working well.—J. Kernick; W. Cooke: Nov. 7.

CARADON WOOD.—There is no alteration in the main lode since last reported. The same may be said of the eastern lode, with the exception of the ground being a little easier in the north end.—J. Holman: Nov. 8.

CASTLE DINAS.—Mr. Calvert's report, I think, is a very satisfactory one—1. As to sinking a shaft on the back of the elvan, it cannot be done without machinery, that being a very watery spot.—2. As to sinking a shaft on the strings it would be useless, on account of the water; I believe there is tin in this place, if we could get a level into it, and if our present engine was there with the stamps, it would, I think, pay its way. I should say, put in an adit level to this place from Fat-work Hatch level at once; this would be a cross-cut for all the lodes to the west of Fat-work Hatch up to this place; the level would come in some fathoms under the old men's workings.—3. As to Brenton's lode, I should recommend a cross-cut from the old adit level at once.—4. Dinas corner lode should be cut from the shaft at that place, and then driven on to the south, for it appears as though the old men had great workings on the backs. And as to Wellcombe lode, I should say put level as recommended by Capt. Brewer, for I believe it to be a kindly lode, and good work for tin in it, as seen on the backs opened by Capt. Brewer. We have favourable ground in the cross-cut driving south from Fat-work shaft, and every thing appears to be going on in the most satisfactory manner.—Peter Floyd: Oct. 29. [A report from Mr. John Calvert, on the Castle Dinas Mine, appears in another column.]

CASTLE SLATE QUARRY.—*Report for October.*—In bargain No. 1 we have removed the crust from the face of the rock, and made 7 tons 16 cwts. of good slates. In bargain No. 2 the men were employed in clearing the waste; they made 14 tons 4 cwts. of good slates as they laid open the rock, which is regularly improving as we go on. In No. 3 the men were employed in laying open the work; this bargain is now in good slate rock. In No. 4, called the rubbish bargain, the men have made great way in clearing the third floor, and turned out 2 tons 6 cwts. of slates from the waste. In No. 5 the men were employed in driving the drift in the new quarry; I expect they will reach the slate rock in about two months. In No. 6 the men were employed in quarrying to the slate rock, which is now reached; they made 3 tons 2 cwts. of good slates; one boy made 1½ ton of second quality slates from stones gathered from the waste bank. The wet weather throughout the month has somewhat hindered us, or the men would have made more progress in slate making. I beg to inform you that the first lead of slates was carted to port yesterday, and I shall get the teams to carry on regularly till we have a cargo ready for shipment. I am glad to say that the quarry is greatly improving as we go on.—David Davies: Nov. 5.

CLIVE.—In driving west in the deep adit level, during the last 2 fms. we have had a natural cavity, filled with sediment, but it appears to be getting smaller, and I expect to cut ground again within a short distance. The adit shaft has been idle during the last fortnight, for the want of men to sink it. The stope in the back of the adit level is presenting just the same appearance as it has been from the commencement. At the patch there is not any ground standing that will pay the expense of working; we have, therefore, commenced stoping the bottom of the open cut at the patch, in order to fix the railroad properly, and when that is done we shall sink a shaft on the main part of the lode, which will soon prove its quality in depth.—E. Rogers: Nov. 7.

CLOWANCE WOOD.—We have driven east on the south lode, east of Jenkins's shaft, in the past month, 5 fms., at 1*l.* 7s. per fathom, on a lode about 1½ foot wide, consisting of quartz, jack, stones of mundic, and spots of copper ore; set for the coming month at 2*l.* per fathom. Slater's shaft is not holed; we are still rising to communicate, and calculate to hole in a day or two, then we shall resume the adit west, on Slater's lode: ground about 1*l.* 15s. per fm.—E. Chegwin; J. Delbridge: Nov. 7.

COMBMARTIN CONSOLS.—I have suspended the engine-shaft for the present, in consequence of the quickness of water; and have put four of the shaftmen in the cross-cut adit, to make greater progress in the driving. I have at present in the cross-cut adit six miners and three labourers, who are making rapid progress; if the ground continues favourable I calculate on cutting the capel in the cross-cut adit in another week, after which I am of opinion we shall have a dry shaft for sinking; the other two shaftmen, with the labourers, I have put to take out the bob-pit by the shaft, also to make a whim-round, &c. The carpenters have commenced their contract in building the water-wheel, and intend to complete it in nine weeks. All other matters are progressing the same as when I last wrote.—J. Treweek: Nov. 9.

CREETOWN.—The engine-shaft is sunk 11 fms. 3 ft. below the 12 fm. level: there is a change of rock coming in at the shaft with a larger lode, it is now from 1 to 2 ft. wide, with small stones of lead ore and jack. I hope to see the lode more productive soon. The rise in the back of the 12 is not holed to the winze above, but we expect to do so every day, as the men can now hear each other calling. The stopes east of the shaft, in the back of No. 3 level, are yielding some copper and lead. No other change.—M. Woolcock: Nov. 2.

— The engine-shaft is sunk 13 fathoms below the 12 fathom level; and the lode in the west end is 18 in. wide, with spots of copper and jack. We have holed the rise to the winze, and have commenced to drive the two levels in the 12; the lode in the west end is coming larger, being 14 in. wide, with more lead and copper, mixed with jack, and to-day they cut a good stream of water, which I was very glad to see; I am expecting it to improve as we go further; in the east end the lode is still split. The stopes in the back of the No. 3 level are yielding some good stones of lead. We have about 20 tons of copper and lead at the quay waiting for a vessel.—M. Woolcock.

CROW HILL.—The crusher and burning-house are complete, hence the ores will now be brought about. The 15 end is now driven westward within a very short distance of the western shaft, consequently I expect the shaft to be holed complete by the end of next month. We have driven through tribute ground for lead ore for about 11 fms., which we shall be able to take away by the end of this month; the lode in the end is at present chiefly composed of flookan. The 25 and 35 ends are proceeding satisfactorily; the former, in another month, will be under the orey ground in the 15, and the latter, if the ground continues good, in about two months. In the 35 east the lode is large, orey, and kindly. We have set a bargain to fix a plunger in the engine-shaft to the 35 fm. level, preparatory to sinking the engine-shaft below the 35 fm. level on the course of the lode, which I expect will be completed, and ready to sink, in about three weeks from this time. The completion of the crusher, together with the rest of the machinery, does great credit to the engineer.—J. Puckey.

CUBERT UNITED.—The engine-shaft produces some good stones of lead. The lode in the rise in the back of the 42 west produces a little lead; the lode to the east, in this level, is without change. The lode in the 35 west has improved during the past week, it will produce 4 cwts. of lead per fm; the lode to the east, in this level, is 18 in. wide, producing 13 cwts. of lead per fm. The lode in the 25 west is much the same as last reported. We still continue to raise some good work from the 15 west. The shaftmen at Trebellan are engaged in bringing down rods, fixing lift, &c. The lode in the 46 south is without important alteration; the lode in this level north is improved, at present it is producing some stones of lead. Towsey's shaft is cleared to the bottom, it is 7 fms. 1 ft. below the 36.—J. Trewin; A. Down: Nov. 8.

DEVON AND COURTENAY.—The lode in the eastern end, in the 80 fm. level, is much the same as last reported. The lode in the winze in the bottom of this level is very much improved, and will turn out about 3½ tons of good ore per fm. The lode in the western end is much the same as last reported. We sampled at Gawton, last week, 29 tons of ore, worth about 200*l.*—T. Bawden: Nov. 8.

DEVON BULLER GREAT CONSOLS.—The lode in the adit end at Commarew, referred to in my last, is full 3 ft. wide, composed of capel, mundic, and yellow copper ore; some fine stones of ore are being extracted therefrom; it is very kindly, and fully warrants the belief that deeper prosecution is only required to constitute it a very productive one. All our surface operations are progressing satisfactorily.—M. Stephens: Nov. 10.

DYFNGWM MINES.—The 50 has been driven during the last month 1 fm. 1 ft. before the lode was cut; since which 4 ft. has been cut through the lode, which contains for this width a fine course of lead ore; it is not solid, but in three divisions, and is the richest bunch of ore in the mine. The progress the men make is necessarily slow, in consequence of their being obliged to draw their stuff by hand to the 40 fm. level. I think we are not yet through the lode; indeed, unless there has been a change in the positions of the lodes in the last 10 fms., the richest part of the lode has yet to be cut further north. In the 40 fm. level we have driven east on the north lode 4 fms. 2 ft. through orey ground, and have communicated with the level driven before, therefore in future we shall only have two ends in the 40. Between the two levels there is a mass of lode 8 or 9 ft. wide, containing several ribs of ore; none of this has as yet been cut in the 50. We have commenced driving through this mass of lode, and the first hole broke into good ore, and they have been cutting ore during the whole week; after cutting through the lode we shall fix on a good bunch to sink a winze on it down to the 50. The 40 west has been driven 2 fms., and taken down

1 fathom from the side, the latter contains a fair quantity of lead ore, but it is much mixed with blende; the forebreast is not so orey as it was; there is much left on the north side of the wall, which contains ore; in the 40 west, south lode, we have stoped 7½ fms. of orey ground; in the 40 east we have taken a stope for 9 fms. in length on the back of the level, commencing in the junction of the lode, this bunch is in a rich branch of ore. In the 32 fm. level 6 fms. 1 ft. 4 in. of orey ground was stoped; this finished the stope down to the level; we have also driven through orey ground 3 ft. further west for a new stope, where we cut through the level where the lode was passed in driving the 32 east. We have this week stripped down the lode in the side of the level, and find it orey as far as we have taken it down; it contains as good ore in going west to the engine-shaft as any we have yet cut in this level; we have let the level to drive further east, which end is also in orey ground. The 12 fm. level has been driven 5 ft. further west through orey ground. The plat for the new drawing machine has been completed, and is 20 ft. long by 17 ft. wide. The time the contractor had engaged to put up the machine has expired, but he has not yet brought it; he promises to have it here in a fortnight. We have been spalling our parcel of copper ore, which has been crushed and jigged, and it is shipped per *Dovey* packet to Swansea, weight 24½ tons. We intend to ship a lot of lead ore the latter end of next week.—E. Davies.

DEVON CONSOLS WEST.—The ground in the end south is much the same as when I wrote last. I am happy to inform you of a sudden change and improvement in the great gossan lode going down in the grass shaft; the lode at present is full 5 ft. wide, composed of a beautiful gossan, and we have taken out large rocks of the same. I intend to forward a box of it to you on Friday next, and I have no hesitation in saying I consider this lode to be equal to any one I have ever seen at the same depth, and much superior. Mr. W. Mathews, the engineer, has been here, and is highly pleased with the gossan; and considers, with myself, we ought to have a larger lift, the water having increased so much that the present lift is not of sufficient size to keep it. I am of opinion that the lode has changed its underlay.—J. Richards: November 10.

DRAKE WALLS.—Matthew's shaft is sunk 3½ fms. below the 70 fm. level, and will be continued to be sunk with all possible speed to the 80 fm. level. The branches in the 70 fm. level, west of this shaft, are producing good work for tin. This level has been driven during the past three months 12 fathoms—viz., 7½ fms. west, and 4½ fms. south on the cross-course. The rise in the back of this level is now 5½ fms. above the 70 fm. level. We have about 6½ fms. more to rise and sink to communicate to the 60 fm. level; this we hope will be completed in about three weeks hence; we shall then be enabled to set two stopes in good tin ground. In the 70 fathom level, east of the shaft, we have driven 4½ fms., and cut through the cross-course—the branches and ground being of a very promising character; and, from appearances, we may expect to lay open good tin ground. We have this day set a stope in the back of this level to six men at 2*l.* 15*s.* per fm. The 60 fm. level, east of Matthews's shaft, is producing saving work for tin. The stopes in the back of this level are also producing good work for tin; this is, from appearances, likely to prove a productive piece of tin ground. In the 50 level, east of Matthews's shaft, the branches are at present rather small, not producing so much tin as when last reported on. We are rising in the back of this level on a cross-course, for the purpose of laying open the tin ground and ventilating the level; it is now above the back 4½ fms.; there are about 8 fms. more to rise and sink to communicate with the 40 fathom level. In the 40 fm. level, east of Matthews's shaft, we have cut the cross-course, which is being risen on in the 50, and have for the present suspended the driving this level—the men being engaged to sink the winze to communicate with the rise in the back of the 50. The stopes in the bottom of this level are producing tinstuffs of a course quality. Footway shaft is now 3 fms. below the 60 fm. level; the ground in which this shaft is being sunk is of a very promising character, producing good work for tin. The cross-cut south in the 60 fm. level is driven about 9 fms., in which there is no alteration since last reported. The branches in the 70 fm. level, east of machine-shaft, are considerably improved in size and quality, and are now producing good work for tin; this end is now within 17 fms. of footway shaft. The stopes in the back of this level are producing tinstuff of a coarse quality; these stopes are about 15 fms. behind the present end. The stopes below the 60 fm. level, west of machine-shaft, are at present suspended. The men are engaged driving the 70 fm. level west, to communicate with Brenton's shaft, for the purpose of conveying the water to the said shaft through this level from other parts of the mine, and for laying open tin ground; the branches in the present end are of a very promising character. From the preceding report, it will be perceived that, when the different rises are communicated, we shall have more tin ground laid open, and from the appearances presented, it may be presumed that an increase in our samplings may be expected. At surface we are now erecting a line of pully-stands from the water-whim to Matthews's shaft, for the purpose of drawing the stuff; more time will then be employed in crushing with the fire-whim. A railroad is also being prepared from Matthews's and footway floors to Brenton's crusher; the stuff will then be drawn from these floors by Brenton's engine, thus effecting a considerable saving in cart hire. We hope to sample, on Wednesday next, the 9th inst., 27 tons of tin; we believe we should have sampled at least 1 ton more had not the crushing-rools been continually breaking during the past five weeks. We have been obliged to return five rools, which has hindered us two or three days in crushing.—Henry Skewes; Thomas Gregory: Nov. 5.

DUNSLEY WHEAL PHŒNIX.—The lode at the shaft sinking in the eastern adit still produces good work for tin. All other parts are proceeding satisfactorily.

EAST CROWNDALE.—Our prospects have undergone no material change since my last report. We are forcing on the cross-cut north in the 68 as fast as we can, and shall continue to do so in order to intersect the north lode in this level as soon as possible, when our returns, in all probability, will greatly increase.—Nov. 5.

EAST WHEAL BEDFORD.—The water will be cleared from the 10 fm. level by to-morrow; we are engaged taking up the small pumps to-day, and shall fix the larger ones into a cistern, with the other preparatory work, previous to cutting the plat. The 20 shall be proceeded with with all possible dispatch. The wheel works well, and the mine assumes a different appearance to what it did when you last saw it. When the work above noticed is completed, I will dial the levels, and advise the committee the best mode of future procedure.—James Carpenter: Nov. 7.

EAST WHEAL GEORGE.—The ground in the 44 cross-cut, driving north of shaft, is composed of capel and mundic. Our progress here is slow, occasioned by the ground being very wet and troublesome for driving. I hope to make greater progress when we get into the north part of the lode. No alteration in any other part of the mine. We sampled, computed, 32 tons.—Nov. 5.

EAST WHEAL VOR.—I beg to inform the shareholders of this mine, that owing to the iron-founders not having completed and delivered the steam-engine agreeable to the time of contract, and also the main parts of pit work, I have not been able to report anything satisfactory to them, although I have done everything in my power to push them to deliver that and the other works of the mine. I am now happy to state, that all our pit work is on the mine, sufficient to drain it to the bottom (within 10 fms.), which is 55 fms. under the adit. The shears, capstan, horse-whim, with their chain and rope, are erected; the engine-shaft cased and divided from the whim-shaft to adit. The sumpmen are employed in clearing up the shaft in adit, and cutting hitches for bearers to hand the drawing lift; the carpenters are putting the main rods together and the wood-work in the engine-house. The remainder of the engine was delivered on the mine last Tuesday, except feed, steam-pipes, and feed-plunger, which are promised by the middle of the ensuing week; and, if so, the engine will be ready to work on the following Saturday. From surveys I have lately taken with the dial, I find our lode is one of the Wheal Vor lodes, known in that mine by the name of Wheal Metal, where they are now making large monthly returns; and it must be certain that our other lode to the north is another of Wheal Vor lodes. I also find, from the men who last worked in the mine, that from one shaft to the other, a distance of nearly 40 fms., they had driven the levels on the gossan part of the lode, which they considered would make copper, leaving the south or tin part of the lode for the whole distance untouched, from the adit to the bottom of the mine. Should this be the case, which I have every reason to believe, the chances in this mine are great; and although the engine has been a long time erecting, I would recommend every shareholder to hold on and try the event. It is my firm conviction that they will receive their reward.—David Stickland: Nov. 9.

FAT-WORK AND WHEAL VIRTUE.—In driving north and south at the 20 fm. level, the lode is about 9 in. wide, poor for tin. In driving south on the north lode in the 10 fm. level, we have intersected an east and west lode, where we have extended about 5 fms on the same; the lode averages about 6 in. wide, with occasional spots of tin, not to value. In driving north on the south lode, in the same same level, we have driven through a cross course, which is about 2 fms. wide; at this point the lode is heaved, and we are now driving by the side of the same, hoping to intersect it again shortly. At this point we are about 10 or 12 fms. from what is here termed the large Sampson course, where it is stated the old workers raised large quantities of tin, and, from surface appearances, there has been large quantities of work done on the same. The stopes above the back of this level are at present yielding a little tin. The stopes above the back of the adit level are poor for tin. In driving south on the south lode in this level, the lode is about 18 in. wide, poor for tin; in driving north on the same, the lode is about 1 ft. wide, with occasional spots of tin, not to value. In the intermediate level south the lode is at present disordered, poor for tin; north, in the same level, the lode is about 18 in. wide, with some good stones of tin, but not to value. Tamblyn's lode, in the 16 fm. level, is about 2 ft. wide, poor for tin. All other operations are much the same.—John Barrett: Nov. 9.

GARREG.—The lode in engine-shaft, sinking below the 20 fm. level, is about 8 ft. wide, with a little lead, but not sufficient to save. The lode in the 20 fm. level north is about 5 ft. wide, with occasional stones of lead. The lode in the 20 fm. level south is about 4 ft. wide, at present unproductive. In this end we have cut a large stream of water, in all probability coming from an east and west lode; we have this day put the men to open a level in the direction from whence the water is issuing, to prove which a few days only is necessary. Should no lode be discovered here, I would advise suspending the upper level, and confine our operations to sinking the engine-shaft and giving a trial to the 30 fm. level.—Wm. Michell, jun.: Nov. 9.

GAWTON UNITED.—The sinking of Bayly's shaft continues in favourable ground. The rise in the back of the deep adit level is not yet out of the cross-course; in the deep adit south the cross-course is 2 ft. wide, composed of fluor-spar, capels, mundic, and spots of ore, looking very promising for lead; in the north end the cross-course is 16 in. wide—flookan, spar, and mundic. In the adit, east of Sims's shaft, on Torkington's lode, although we are not free from the cross-course yet, the lode produces fine stones of black and yellow ore, with soft spar and peach, thickly spotted with ore. the very promising appearance of this place has induced us to place two men more here, and I think good results will shortly ensue; this end is 45 fms. behind Torkington's shaft, in which we had the ore just under the surface, so that we have an excellent prospect before us.—H. Horswill: Nov. 9.

GEIFRON.—I have no alteration to report this week. Our operations are progressing satisfactorily.—Nov. 5.

GORN LEAD.—Another branch came in from the north, and made alterations in the lode, which is in an unsettled state; there is ore in the lode, which is getting stronger. If once we could get into settled ground there would be hopes of a good lode; it is now 5 ft. 6 in. wide. Turner and Delane's cross-cuts continue as usual. At Price's shaft there are some spots of ore in the lode, yet we have only part of the lode in the shaft at present.—R. Maynard: Nov. 5.

GREAT CRINNIS.—I expect about Thursday next to get the plunger-lift to work at the 60 fm. level. I have nothing particularly new in any of the operations to notice this week, with the exception of an improvement in the 10 fm. level, at Charles's shaft, where the lode is 2 ft. wide, rich copper ore.—J. Webb: Nov. 7.

GREAT ONSLOW CONSOLS.—The stopes over the 35, east of engine-shaft, are yielding ore. The stopes over the 45, west of Bennett's shaft, are improved for ore during the last few days. The 45, west of Bennett's shaft, is being driven by the side of the lode, which when taken down is expected to yield a fair quantity of ore. The 45, east of engine-shaft, is being driven on a large and well-defined lode, composed of mundic, quartz, fluor-spar, and some good stones of yellow copper ore. The 60 cross-cut, south of engine-shaft, has fairly cut through the lode, and is now being extended from the lode southward in beautiful granite; the lode contains a small per centage of good ore, and has greatly improved the last 15 fms. in depth. In the engine-shaft we have sunk 2 fms. below the 60 by the side of the lode, in strong mineralised granite. The 60, west of engine-shaft and east of Bennett's shaft, will be communicated in about a fortnight, after which better information respecting the productiveness of the lode can be given. The 60, west of Bennett's shaft, looks well for ore. Bennett's shaft is sunk 3½ fms. below the 60, at which point the lode is large and orey. We are hastening the sinking of the shafts, as well as the driving of the bottom levels, with all practicable speed. Onslow begins to show full proof of its being what has been anticipated respecting it—viz., a concern of the first magnitude. This general opinion has never been so strongly confirmed as at the present time. We are opening ore ground in the 60, which will enable us to make considerable returns when the levels are extended. I have great pleasure in stating, for the sake of parties concerned, that I never felt more confident as to the success of Great Onslow than at present.—G. Rickard: Nov. 3.

GREAT POLGOOTH.—The sinking of the new shaft is still progressing with greater dispatch than could be anticipated; we have not above 20 fms. to get down to the 96, which we have every reason to believe will be accomplished by the end of January next; after which we shall have to timber and divide the same before we sink under that level. In the 70, at Boskellan, we have cut some branches of tin, which looks favourable, but the lode is not yet cut. The 56, east of stitch, is let on tribute, and worth 5 cwts. of tin per 100 sacks. The 84, east of Clark's, on the north lode, is worth 4 cwts. of tin per 100 sacks. The rise on St. Martin's lode, above the 96, is worth 6 cwts. of tin per 100 sack; we are driving south through the elvan in the 96 to ventilate and to cut St. Martin's lode to the south. The tribute department is the same as usual. We have sold since our last report, 12 tons 6 cwt. 0 qr. 5 lbs. of black tin, at 74*l.* 10*s.* per ton=916*l.* 10*s.* 3*d.*, to Daubuz; and 7 tons 8 cwt. 3 qrs. 11 lbs. at 74*l.* 10*s.* per ton=554*l.* 9*s.* 2*d.*, to Enthoven.—J. Puckey: R. Hancock; E. Dunstan.

GREAT TREGUNE CONSOLS.—The tin lode in Hobler's shaft is from 5 to 6 ft. wide, a more promising lode for tin cannot be seen.—Carkee's shaft: All I can say of this lode is that its appearance is most splendid. Nothing is wanting here but a course of copper, which I am certain must come by going deeper. It is looking better than we have hitherto seen it. We are preparing to sink on the course of the new tin lode forthwith; we are very shallow yet, but the branches appear to show a lode 6 feet wide, it might be less when they come together.

GREAT WHEAL BADDERN.—The lode in the 40 fm. level, east from Burgan's, is 1½ ft. wide, 9 in. of which is good saving work for lead. The lode in the 30 fm. level, east from the new shaft, is 2 ft. wide, but still disordered by the killas. The lode in the 20, east from ditto, is 6 in. wide, producing good stones of lead. The new shaft is now sunk about 8 fms. below the 30, and is down to water; we shall not be able to sink further until we communicate with the 40, which will require three or four weeks to do. The stope in the 30, and the tribute pitches generally, are looking well for our next sampling. The engine-house is nearly completed, and the timber for the roof will be finished putting up to-day, and we hope by the end of the week to have all the slate on, when we shall begin to put in the engine.—J. Rogers: Nov. 8.

GWAYNLLIFION LEAD.—The ore still improves in driving the south cross-cut near the shallow adit sink, worth from 7 to 8 cwts. per fm., and if the ore lasts I intend to rise through this piece of ground to the surface, and stope it. No alteration has taken place during the past week on the Shoemaker's lode, but I expect some changeable ground soon. The deep adit still continues in very hard ground.—Henry Rawson: Nov. 10.

HAWKMOOR.—The lode in the 30 east is 4½ ft. wide, producing 1½ ton of ore per fathom; driving west at this level, the lode is large, but generally coarse. The plunger-lift in Graham's shaft is working in good order. The sumpmen are stoping the bottom of the 30, east of Graham's, to afford a run for the eastern water to the plunger; we do this as a matter of economy, as Graham's shaft is at right lines with the crank of the large wheel. The stopes in the back of the 20 are producing good ore; the lode is 18 in. wide.—J. Kernick; J. Richards: Nov. 7.

HILL BRIDGE CONSOLS.—The lode at the old tin shaft is much improved both in size and quality, and produces good work.

HOLMBUSH.—The flap-jack lode in the 120 fm. level, west of the great cross-course, is 2 ft. wide, producing 3 tons of ore per fathom; the stopes in this level will also produce about the same quantity of ore per fathom. The ground in the 120 fm. level cross-cut, south from the eastern end, is very favourable; it is extended 3 fms., but we have not met with any lode yet. The ground in the 110, west from the flap-jack lode, through the great cross-course, is so far favourable, and we are hastening it on as fast as possible to see the flap-jack lode to the west of the cross-course. The tribute pitches on the flap-jack lode are producing a fair quantity of ore, especially those at the 110, and we think the quality will be found to have improved. The flap-jack lode in the 124, west of Wall's, is 2½ ft. wide, composed of quartz, mundic in abundance, and stones of copper ore disseminated throughout. The Holmbush, or main lode in the 124, west of Wall's, is 15 in. wide, mixed with spar, mundic, peach, and a small quantity of rich yellow or peacock copper ore; we are of opinion both of these lodes will improve as we proceed westward.—W. Lean: Nov. 4.

— The lode in the 120 fm. level, west of the great cross-course, is 2 ft. wide, producing 2½ tons of ore per fm.; the stopes in this level will produce about the same quantity. The ground in the 120 fm. level, south from the east end, is very moderate (present price 4*l.* per fathom), but no lode yet; the pitch over this cross-cut was set on Friday, at 4*s.* in 1*l.* The ground in the 110 fm. level, west of the flap-jack lode, through the great cross-course, is rather hard at present.—W. Lean: Nov. 8.

IRISH CONSOLS.—Having this day with particular care inspected the Irish Consols mining property, I beg to state that the lode in the Colleras adit end never, in my opinion, assumed a more kindly appearance; the lode is composed of friable quartz, and a good looking flookan, with rich spots of yellow copper ore; in my opinion you would do well to go on with the extension of this level west, but at the same time I consider the time has arrived when a shaft should be contemplated, for in depth large deposits of copper may be expected from such a fine looking lode. The progress in the trial shaft has not been much since my last—viz., the 1st. inst.; the delay has been occasioned by putting in a penthouse, to secure the miners working under a chain; this is now finished, and the miners regularly at work, with the whim working remarkably well. I sent an order for a lift of pumps to Messrs. Leckey and Co., that they may be in readiness when required. Last Saturday I discovered exceedingly good appearances in the champion lode about 300 fms. west of our present scene of operations, and I would strongly advise you to employ two men for exploring this part of the company's property. The cottages are progressing as fast as the weather will permit, which has been very bad of late. In the adit west of Colleras, I have set 5 fms. at 2*l.* 5*s.* per fm., the men to timber the level, and pay all cost and charges. The cross-cut south from adit level set 3 fms. on the lode, at 6*l.* per fathom, and all the whim-drawing for stuff and water for 3 months, at 2*l.* 2*s.* per week. In conclusion, allow me to say I am sanguine from the present prospects, that a successful issue in due time will be fully realised.—H. Thomas: Nov. 7.

KENMARE MINE.—Abstract of work in October:—Men employed: underground, 72; surface, 20; dressing, 86.—Underground work done: sunk, 5 fms. 5 ft.; driven, 6 fms. 2 ft. 11 in.; stoped, 22 fms. 3 ft. 1 in.—Cost: sinking, 35*l.* 19*s.* 11*d.*; driving, 30*l.* 13*s.* 5*d.*; stoping, 50*l.* 9*s.* 7*d.*—Number of kibbles, 1968; quantity of ore at pile, 98 tons.

Survey report for Nov.—No. 17 winze is communicated to the 56 fm. level, and No. 20 winze is also sunk to the 56 fm. level; and in the course of the month I expect the 56 end west will be holed to No. 20 winze; this, when done, will lay open ground for stopes. At Croker's shaft, in the 56 fm. level, the ground for the cistern has been cut, penthouse put in, and plat sollar. In the shaft, which is 7 ft. 6 in. below the 56, there are two lodes, it being sunk in the junction, or rather, at the point of separation; the direction of the north lode being north-west, and the south lode 10° north of west; the shaft is all lode, and mixed with good yellow and purple ore. The 56 end, west of Croker's shaft, is composed principally of quartz, and the lode underlays north; 6 fms. below the 36, it underlaid south about 2 ft. in 6; from that to the 56 it is about perpendicular, with a very smooth north wall, and still continues under the 56; whereas, about 8 fm. west of the shaft, it underlies north about 18 in. in 6 ft.; and from the present appearance in that direction, the lime-rock is likely to master the clay-slate formation. The result, in my opinion, will be a change in the character of the lode; and the 66 fm. level, when driven under it, will in a great measure, prove what the lode is likely to produce in depth. From what we have seen of the south lode, in the 46 end, west of Croker's shaft, it is likely to prove the master-lode, it being wholly in lime-rock, and fully 4 ft. wide, and producing fine specimens of hard yellow ore. No. 23 winze is sunk 2 fms. 3 ft. 4 in. below the 56, and the lode looks well, and not diminished in size. In the 17, west of Croker's shaft, we have a large ferruginous gossan lode 12 feet wide; we are driving on one part of it at 17*s.* 6*d.* per fathom; and intend, after we have driven some 10 or 15 fms. further west, to cross-cut it. In the other parts of the mine there is no new feature to report upon. I may observe, however, that when we have the pitwork fixed from the 36 to the 56, we shall we able to increase the returns of ore. During the past fortnight we have had constant floods of rain, which have considerably increased the water in the mine, and also the consumption of coals by the engine; and only that I purchased 40 tons of coal of Mr. Downing, at 1*l.* per ton, delivered in Kenmare, we should have been badly off; in fact, our stock was so low, that I was obliged to make the purchase without consulting the directors; because, if I had not purchased other parties would, and before I could get a reply from London, we should have been idle. The retail price of coal in Kenmare is 1*l.* 5*s.* per ton, and Mr. Leahy sold his cargo at 1*l.* 8*s.* Turf and all other fuel are very scarce and dear, as also all kinds of provisions.—W. Thomas: Nov. 2.

KESWICK.—At the Brandly Mine we have cut part of the lode in the 30 fm. level cross-cut. It is extremely promising, composed of beautiful quartz and gossan; but we do not consider it the main lode, but part of the lode which we found going off to the eastward in our 30 fm. drift from the old shaft. We have loosed so large a feed of water, that we dare not continue the working till the water is drained off, for fear of drowning the men. At the Stoneycroft Mine, Richardson's stope is worth 10 cwts., and the west stope 6 cwts. of ore per fathom. We have a good improvement in the 20 fm. level west, the lode is now producing saving work. At the Barrow Mine, Wilkinson's level is worth 15 cwts., and the middle level 5 cwts. of ore per fathom. The bottom level rise is worth 5 cwts of ore per fathom. At the Thornthwaite Mine, No. 1 stope, in the 27 fm. level, is worth 18 cwts., and No. 2 stope, 35 cwts. of ore per fathom. The lode in the 37 fm. level continues to improve, and is now worth 6 cwts. of ore per fathom.

KIRKCUDBRIGHTSHIRE.—The lode in the rise over the 110 end east is producing a small quantity of good ore. In the 86 end west, the lode is kindly for lead. The other bargains are as last reported.—R. Williams: Nov. 5.

LITTLE DUKE.—A great quantity of the upper levels, including the shallow adit, have been cleared up; and Smith's shaft has been cleared, cased, and divided to the 10 fm. level, under the shallow adit, which is the bottom of that shaft, being about 25 fms. from surface; then to work with economy, and to dispense with horse-labour in drawing whims, I commenced to clear the deept adit, which is driven upwards of 200 fms., and the lodes cut 50 fms. deep. I have 70 fms. of the deep adit cleared, and tramway laid down, and we continue to clear stuff and lay down the road daily; and no time will be lost in finishing this desirable object.—W. Goss: Nov. 9.

MERLLYN.—The engine-shaft is now down about 3 fms. below the 56 fm. level; the lode is small and unproductive, and has the same underlay. The lode in the 16 fm. level driving west is disordered, producing a small quantity of lead and calamine; the lode in the 26 fm. level driving north, on the north and south lode, is about 1 ft. wide, with a small branch of lead, worth about 8*l.* per fm. We have sampled about 12 tons of lead for sale to-morrow.—Wm. Michell: Nov. 9.

MOLLAND.—We have cut through the lode in the 12 fm. level, which is from 6 to 8 ft. wide, and are now driving east on its course, which is producing stones of ore; I think by driving 15 or 16 fms. we shall come in under the ore ground in the 52 east. The lode in the 52 east is 1 ft. wide, producing good stones of ore; the stopes in the back of this level will produce 1½ ton of ore per fm. In the back of the 42 cast we have a kindly lode, which will produce 2 tons of ore per fm. In the open cutting we have cleared up an old shaft, which is about 4 fms. deep; the lode in both ends of the same has been worked away to within 9 ft. of the bottom, where it is to be seen from 1 to 1½ ft. wide, composed of gossan, spar, and occasional spots of yellow ore. We are now sinking this shaft on the course of the lode. In the adit at the eastern hill we have resumed driving the end, where the small branches which come in from the south appear to be forming a body, and, to all appearance, in the course of driving a few fathoms will form a lode.—Thos. Bennett: Nov. 9.

NORTH BULLER.—The shaft on King's lode is now sunk 2½ fms. under the 23 fm. level, by nine men, at 19*l.* per fm.; the lode is now 15 in. wide, keeping its regular underlay, composed of quartz, peach, mundic, and stones of copper ore; the killas about the lode is improved, having a more favourable appearance than heretofore. The 23 fm. level west is driving by four men, at 7*l.* per fm.; the lode is 18 in. wide, composed of quartz, peach, mundic, and copper ore. The cross-cut south of Uny engine-shaft, in the 80 fm. level, to intersect King's lode, is driving by eight men, at 16*l.* per fm., but the ground is changing, and more favourable. I expect we shall make more progress, and at less expense, in future.—S. Coade: Nov. 5.

NORTH DOWNS.—The ground in the 100 rise is improved; it has crossed the porphyry, and reached black slate. We bored the hole, as stated in our last report, but it did not reach the rise, and on examination we found it in the elvan to the south of the rise; we will blast a little of the ground in that direction. The lode in the 90 fm. level end is 4 ft. wide, and is worth 20*l.* per fm.; the water issues from it in large quantities, which is a favourable indication; this water is coming from the workings in the eastern part of North Downs, as I will presently show. The lode in the stopes in the bottom of the 90 are worth 50*l.* per fm. The stopes in the back of the level are improved, as we anticipated, but they are again deteriorated, now worth 6*l.* per fm. The lode in the winze sinking in the 80 fathom level has not been sunk down. There is no alteration to report on in the 70 cross-cut. On examining the levels (shallow and deep adit) at Eastern North Downs in the early part of this week, for the purpose of raising gossans, we discovered that the water had gone down to the 10 fm. level, leaving only 10 fms. to the bottom of the mine. This water was evidently going down to our 90 in the Western North Downs, together with a large stream coming from the main adit, and running down the shaft; if this stream can be kept back, and we continue to drive the 90, there is no doubt on my mind but that the mine would be soon drained. We examined the adit as far as the water would allow us to go, and we have decided on putting in a dam, which we shall do, provided heavy rains do not fall to fill the workings above the adit before we accomplish our object. We have erected a horse-whim to send down materials, &c., and we shall commence operations forthwith. If we succeed, the results will be of the utmost importance to the company.—John Prince: Nov. 5.

NORTH WHEAL BASSET.—In the 102 fm. level, driving west of the new shaft, the lode is 3 ft. wide, worth at least 60*l.* per fathom. In the winze sinking below the 92 fm. level, the lode is 2½ ft. wide, worth 30*l.* per fm. In the 52 fm. level, driving west of Lyle's shaft, the lode is 4 ft. wide, producing grey ore throughout. Nothing new to notice in any other part of the mine.—T. Glanville: Nov. 5.

NORTH WHEAL ROBERT.—The lode in the 52 fm. level, driving east from shaft, is about 4 ft. wide, looking kindly. The lode in this level, driving west, is about 3 ft. wide, producing good stones of ore, with a very promising appearance of an improvement. The 42, driving west, is about 4 ft. wide, composed of spar, flookan, capel, and a leader of copper ore, about 2 in. wide, to the south part of the lode. The rise in the back of this level is communicated to the 30, and we are now stripping down the lode, which is producing 2 tons of good ore per fm. The 30, driving west, is at present poor; the stopes in the back of this level are looking well, yielding 1½ ton of good ore per fm.—A. Payon: Nov. 8.

PENDEEN CONSOLS.—Since our pay and setting day the lode in the adit end has improved, and we are saving some copper ore; the ground is very good, and we are driving it for 1*l.* 7*s.* 6*d.* per fm. Our engine-shaft is now cut down to adit and sunk 6 fms. below; I believe, before we are down 12 fms. more, we shall have some copper ore for sale; we are sinking on the course of the lode, which has a very kindly appearance; it is large, composed of copper and mundic. Sinking the shaft for 2 fm. The lead lode is just the same as on the setting day, very large, some spots of copper ore, and veins of lead throughout, with a good deal of gossan; upon the whole we are looking better than I ever expected at this depth.—W. Eddy: Nov. 4.

PENHAUGER.—The lode in the 13 fathom level, north and south ends, varies from 1 to 2 feet wide, composed chiefly of gossan, intermixed with lead ores, sometimes producing stones from 12 to 15 lbs. weight. This mine is looking as well as can be expected at the depth, and fully warrants the application of machinery.—Josiah Kemp: Nov. 8.

PENLLYNE COURT.—I inspected this mine on Saturday last. At the new west shaft they have sunk about 2 fms. during the past month; it is now 11 fms. deep, but in consequence of so much rain, the sinking was obliged to be suspended until the whim was fixed; they have, however, started it now, and the water will soon be at fork; we shall then case down the shaft, cut a plat at 10 fms., and commence driving on the lode with all speed. Capt. Lewis Williams informs me the lode is looking well for lead in the bottom. Jerry's shaft is down 11 fms. 5 ft. from surface, the lode 12 in. wide, composed at barytes, intermixed with lead; set to sink 2 fms., or to water, by six men, at 6*l.* per fm. I have also put two men to stope the back of the 16 fm. level, west of No. 2 shaft, where we had a good lode of lead in driving the level. The carpenters, &c., are making floors, to be ready to dress the ore at surface so soon as the engine arrives.—Stephen Thomas: Nov. 8.

PENNANCE.—We holed the adit end to the shaft in the eastern field, and the men are now engaged in cutting down the shaft; next week we intend to cut a plat, and when completed we propose to put some men to stope the backs for tin, so that the stamps, which are now ready, will have constant work.—M. Bath: Nov. 5.

PENZANCE CONSOLS.—The stopes south of the spar lode in the 24 fm. level are yielding good stones of tin, which we hope will shortly more than pay for working. The stopes in the same level, east of engine shaft, on the engine lode, are being opened on in the south wall, but we have not yet opened sufficiently in breadth to speak with certainty, although we have discovered several branches. The stopes and end in the 15 fm. level are showing good branches of tin, and the ground appears rather favourable for working. The end driving east at the bottom of the footway-shaft is poor for tin, but a favourable change has taken place in the nature of the ground.—Thomas Harvey: Nov. 5.

PERRAN WHEAL ALFRED.—In the south cross-cut we have not as yet cut the middle lode; we are driving east on the course of the lode. In the 20 the lode is 18 in. wide, very regular, and producing some good stones of ore, but not as yet rich enough to save; we, however, expect an improvement soon.—J. Davies: Nov. 7.

PERRAN WHEAL JANE.—We are sinking the shaft as usual; the strata very congenial, with branches of ore. Pill's shaft is cleared up: the lode is not rich being too near the surface, but a finer looking lode at the depth cannot be seen this or any other county.—John Davies: Nov. 7.

PRIDEAUX WOOD.—The bottom level has failed to produce so much ore as were led to expect from appearances in the level above; nevertheless, the lode is kindly, and may recover itself again at a level deeper. The engine-shaft is being sunk on the course of the lode, and is down about 6 fms. below the 34 fm. level. The adit 10 and 20 ends are kindly, and producing more tin than copper ore. We are driving a cross-cut south at the 20 to cut a tin lode, which has been worked on extensively by the ancient miners at surface, in doing which we have cut a kindly branch about 8 in. wide, containing copper and tin ores. Our first object will be to prove and cut the south lode ere we do anything on the branch.—John Puckey.

PRINCE ALBERT CONSOLS.—Our prospects here are very good; the lode in the end is producing very good tinstuff, and is 5 ft. wide. The lode and the strata are much harder than in the upper levels, and, therefore, we cannot explore so fast, but it is to the change of ground, and our distance from the slide, we owe our success.—John Davies: Nov. 7.

QUINTRELL DOWNS.—During the past week we have driven 2½ fms. north east—ground a little harder for driving.—Thos. B. Champion: Nov. 8.

RHOSWYDOL AND BACHEIDDON.—The 30 fathom level has been driven north 2 fms. 2 ft. 3 in., and crossed several strings of lead ore; this brought us to the north part of the lode, which is the richest; we also drove on that part of the lode 2 fms. 2 ft. east, through orey ground; it contains good bunches of ore, but is rather cross the lead being much mixed up with the lode; this is the character of this part of the surface down. The 30 fm. level west has been driven 4 fms. 5 ft. west, through on the whole, a good course of ore; it is not so good for a few feet in length, otherwise it is a solid bunch of ore. Coming backwards from the 30 west, we have taken down the south side of the lode 1 fm. 3 ft. 6 in., which contains excellent ore, driven eastward behind the whim-shaft 3 fms., through orey ground. I expect to find the lode orey all the way behind the shaft, till we communicate with the end driven east by the other set of men. We have about 7 fms. to drive; this will make all the back of the 30 fm. level orey. The 20 fm. level has been driven 2 fms. 3 in., the greater part through a bunch of orey ground, which did not continue to the forebreast. I have let 1 fm. to sink on the bunch, and find it will make ore sure down, as the lode has improved in sinking 3 ft. The 20 fathom level west has been driven 1 fm. beyond the cross-course, without beneficial results. In the back of the level 18 fms. of good orey ground have been stoped. The western stope is not of so productive now as previously. In the top of the stope in the back of the 20 fm. level east, we have risen 1 fm. 2 ft. 9 in. in search of a more orey part of the lode, but have succeeded. We shall now begin stoping orey ground again here for some fms., as there is a good deal left. The 60 fathom level has been driven 5 fms. 2 ft. further; the ground is of the same stiff character. We expect to ship a cargo of ore the end of next week.—E. Davis: Nov. 5.

RIX HILL.—At this mine I have nothing new to report since my last. The branch still holds good. We are stamping and dressing for the next sampling, and I hope will be equal in quantity to the last, 6 tons.—Nov. 5.

ROCKS AND TREVERBYN UNITED.—Extract from report dated Nov. 7—"We have lost above a ton of tin this month, in consequence of the stoppage of the steam-engine by the breaking of the feed-pipe; but we shall have 17 to 18 tons this month, and have no more accidents, and I consider we never looked so well as at present."—N.

SOUTH CRENVER.—The 84, west of Varnish's, is computed to produce 1½ ton of ore per fm.; the 74, 1½ ton; the 74, east of Carne's, 1½ ton; the 64, west of Varnish's, 1½ ton; the 64, east of Carne's, 1½ ton; the 54, west of Varnish's, 1 ton; the 54, east of Gore's, 1 ton; the 44, west of Varnish's, 1 ton; the 34, 1½ ton; the 24, west, 1 ton; the 84 east, unproductive; the winze in the 64 to 74, 2 tons; the 74, east of Gore's, in the bottom of the 54, 2½ tons of ore per fm. There are three pitches in the back of the 84, working at 9*s.*, 10*s.*, and 12*s.* tribute; five in the back of the 74, at 6*s.* 8*d.*, 10*s.*, and three at 12*s.*; five in the back of the 64, two at 6*s.* 8*d.*, and at 9*s.*, 11*s.*, and 12*s.*; one in the back of the 54, at 11*s.*; three in the back of the 44, at 11*s.*, 12*s.*, and 13*s.* 4*d.*; one in the back of the 34, at 12*s.*—Edward Chegwin, Delbridge: Nov. 5.

SOUTH DEVON GREAT CONSOLS.—In driving the adit level we have intersected a small cross-course; the ground is a little easier for driving; the lode is 2 feet wide of a promising appearance. The walls of the counting-house are up, and the timber work of the roof put on. The masons will now proceed to complete the engine-house and stack with as little delay as possible.—J. Cock: Nov. 5.

ST. AUSTELL CONSOLS.—During the week we have been cutting down the engine-shaft under the 15 fm. level, in order to get the killas down to the 25 fm. In the 15 fm. level the copper lode is as last reported. In clearing the cross-cut to Robert's lode, I find in the end east a very fine lode, about 4 ft. wide, 1 ft. of which is solid mundic, the other part being coppery throughout—a most promising lode, worthy trial. The stopes on the tin lode continue as good as ever. In Dawson's we have a lode about 18 in. wide, composed of a beautiful gossan and spar, with a deal of rich green carbonate and malleable copper, and I am much pleased with its appearance. All the machinery works well. The house for the hauling and stamping engine is getting on fast. To-day we have been fixing loading pieces: I hope we shall have a little fine weather to complete it. All our works are progressing favourably.—R. H. Williams: Nov. 5.

SWANPOOL.—Unspected Swanpool Mine on the 1st instant. The engine-shaft is sunk to the 60. In the 30 fm. level east the lode is rather unsettled. The 40 end is a promising appearance for lead. In the 50 east the lode is from 4 to 5 ft. wide, producing about 1 ton of lead ore per fm., with every appearance of further improving. The 60 east is a large lode, with good stones of lead, it is about 25 fms. west of 50; no doubt in continuing it east this level will be very productive. The 60

level is driven about 7 fms. west of cross-cut from engine-shaft, the lode is 5 ft. wide, composed of lead, tin, mundic, &c. In the 50 and 40 fm. levels west the lode is large and very promising; I should like to see the west ground laid open in the bottom levels, and I consider it a fair speculation. In conclusion, from the improved appearance of the lode in depth, by extending the 50 and 60 fm. levels east and west, sinking the engine-shaft, and exploring the lode at deeper levels, there is every prospect of your having a good and lasting mine.—A. BENNETT: Carn Brea Mines, Nov. 7.

TAMAR MARIA.—The adit level is being continued along the cross-course, of which about 10 ft. has been driven during the past week. The ground is easy and orngenial for mineral, and, on reaching the south lodes, I have no doubt but that they will prove productive.—EDWARD JAMES: Nov. 8.

TAVY CONSOLS.—The ground in the engine-shaft continues without alteration. The cross-cut east of the shaft, in the 68 fm. level, continues to produce spots and stones of ore, and a large stream of water issuing from the end. In the 68 north, on the cross-courses, the ground is very easy for driving, and producing some good stones of ore. In the 68, west of cross-course, we have driven 2 fms., where the ground is disordered by the cross-course; we have two well-defined walls, and occasionally spots of ore. The 56 cross-cut north is without alteration. In the 46 fm. level east, that part of the lode being carried is 4 ft. 6 in. wide; saving work, but not rich. The winze in the bottom of the 46 is at present poor. There is no change to notice in the cross-course south, towards the wheel-pit lode. The stopes in the back of the 46 continue without alteration, and are worth 2 tons of ore per fathom. In the 36 fm. level, east of shaft, the lode is worth ⅓ ton of ore per fathom, with indications of improvement. No alteration in any other part of the mine.—W. Goss: Nov. 8.

TEES SIDE LEAD.—The shaftmen have lately been engaged putting in a clayed collar, or bunning for several fathoms in length, for the purpose of taking up the water at the bottom of the whim-sill, and conveying it into the cisterns in the 20, to prevent its finding its way down to the bottom of the shaft; this being completed, and the bottom lift being dropped lower than before, the men will now be enabled to go on clearing up the shaft, the 24 fathom level, &c., and examining the mine west of the shaft, not yet explored. There is no material alteration in the lode since my last, except in the higher headings, which appear to improve going up. The lode in Metal Band forehead continues just as before; but in the rise, about 4 fms. up, it is divided by a horse of flookan, or donk, which will probably be cut out in rising a few fathoms higher. We have put a pare of men to stope the back of the level east of the rise, which is looking well for producing ore, and is being wrought at 30s. per fm. We are getting on as fast as possible with the dressing of ore at Metal Band. The masons will complete the building of the walls this week.—J. COLLOM: Nov. 8.

TOWYN SLATE AND SLAB QUARRY.—Enclosed is the cost-sheet for the month ending last Saturday. In the upper quarry the men have risen with the slip 3¼ fms. further. The length now from the north side of the tunnel is 42 ft.; out of this length 40 ft. is everything that can be desired. A gentleman has been inspecting the quarry. The day he was there the end of this rise had not so favourable an appearance as other parts, but it was only for 2 ft. in length; since then the men have risen 6 ft. further, and the side of the vein looks as well as ever. This rising is in accordance with the general character of the slate veins at the same depth. The slip is not too flat; certainly, there are slips approaching more to a perpendicular, but yours will do. You will please bear in mind that the upper quarry is in the curve of the vein, and therefore is not in the most advantageous part to show the true character of the slip and cut joints. After this rise is completed to surface, and a larger portion of the vein exposed, then we can bring out blocks of slate which will show their joints, &c. There is, on another part of the vein, a part exposed which shows the joints very favourably. The second tunnel has been driven 10 fms. (within 2 feet), for which I charge in the account. This is a good driving in so short a time. You had better not lose any time in having a tramway laid down in both tunnels. They are both under cover, and the men can proceed with vigour during the winter months.—E. DAVIES: Nov. 8.

TRANNACK CONSOLS.—The shaft on the north lode has been cleared down to the 10, where the lode has increased from 3 to 5 ft., and is composed of mundic, &c., with some grey copper ore. The eastern cross-cut, which is now driving in kindly ground at 2l. 10s. per fm., will reach it in about 10 weeks, when it will make backs of from 20 to 35 fms. The mine is generally looking very promising.

TREBURGET CONSOLS.—In driving our adit level west, on the Mill lode, I have added to the old workings, which are about 6 ft. under ours, and I am happy to say that the lode exceeds my most sanguine expectations. I have been through the old level home to the old shaft. I find the lode to be 1 ft. 8 in. wide, composed of can, quarts, gossan, and black-jack, with spots of lead; every indication of making a good lode in going down. I would propose to at once open this shaft, and strip it down large enough for an engine-shaft, and sink on the course of the lode: by erecting a water-wheel here of sufficient power we can sink this shaft, which is now about 6 fms. deep, to the depth of 100 fms., and work more shafts also—in fact, command all the hill. I also have discovered, by extending our east level, a leader of lead, of which I send you a sample; it is about 10 fms. east of the shaft before mentioned, and the lead was not more than 4 fms. from the surface. I have never seen any such prospects in the country anywhere, with the exception of the old Treburget, and our lodes similar just the same as that did. I would also extend this east level 10 fms. further east, which will prove the lode 3 fms. under where Mr. Peters rose the sample that he sent to London; I should also propose to drive the cross-cut to hill. Our workings here are dry, and there is a never-failing spring of water 40 fms. above us, which, in my opinion, must be kept up by a strong main lode. I have not the least doubt but that, if our mine is carried out properly, it will soon be made to pay.—JOHN LOWDEN: Nov. 8.

TRELAWNY.—At Trelawny shaft, we are now in the capels of the lode in the 20 fm. level cross-cut, and hope by another week to be enabled to report a good lode. In the 120 fm. level, both north and south ends, we are driving by the side of the lode. In the 107 fm. level, south end, the lode is 1½ foot wide, worth 7l. per fm. In the 98 fm. level, south end, the lode is 3½ ft. wide, worth 13l. per fathom, and is a nice looking lode. At the North Mine, the cross-cut at Smith's shaft, in the 98 fm. level, is driven 2 fms., ground hard. In the 88 fm. level, north end, the lode is 3 ft. wide, worth 10l. per fm.; in the south end the lode is 3½ ft. wide, worth 8l. per fm. In the 78 fm. level, north end, the lode is 1 ft. wide, worth 6l. per fathom, and of an improving appearance. In the 68 fm. level, north end, the lode is 2½ ft. wide, worth 9l. per fm. In the 55 fm. level, north end, the lode is 3 ft. wide, worth 8l. per fm. In the south end we have met with a slide, and the lode at present is disordered. The cross-cut towards Chippendale's shaft, in the 40 fm. level, is driven 3 fms., and call-lode we have 2 fms. now to get under it. In the 30 end north the lode is without change. Chippendale's shaft is sunk 4 fms. below the 30 fm. level, ground good. Our stopes and pitches are just the same as they have been of late.—J. KEMP: Nov. 8.

TRELEIGH CONSOLS.—The lode in the 100 fm. level, west of Christoe shaft, is 3 ft. wide, rather harder than usual, yet it contains good stones of ore, and looks promising to produce larger quantities. In the 90, east of Garden's, the lode has cut into a more mineralised stratum, and we hope to get into it in the course of a few days. The lode taken down in the 70, east of Garden's engine-shaft, is 4 feet wide, producing stones of ore; it is regular, with well-defined walls—a week's more opening on it will prove its character. The men belonging to the tin lode having been moved to assist in repairing Christoe shaft, nothing has been done on it during the week, but we shall resume working it next week.—JOHN PRINCE: Nov. 5.

TRELOGGAN.—We have driven in the past week 2 fms. south from old shaft—ground soft for driving.—THOS. B. CHAMPION: Nov. 8.

TRELOWETH.—The lode in the engine-shaft continues quite as good as we have seen it, and is likely to further improve from its present appearance. The shaft is now 11 fathoms 4 feet below the 67 fm. level, and it is rather tedious work to draw the rough stuff at that depth. Every foot we sink makes us anxious to see the result; and so far, it gradually improves. The new boiler is fixed, and I hope to have it at work by the 12th inst.—Nov. 5.

ISLE OF TOWY.—We set, on Saturday last, as follows:—Clay's engine-shaft to sink under the 20 fm. level, as deep as may be required for bearers and cistern, by four men, at 28l. per fm.; the 20 fm. level to drive north of the said shaft, by four men, at 3l. per fm.; the lode is 3½ ft. wide, producing ¾ ton of lead per fm. The 10 fm. level to drive north of the said shaft, by four men, 3 fms., at 5l. per fm.; the lode is 3 ft. wide, producing ⅓ ton of lead per fm. A new winze to sink in the back of the said level, called No. 2, by four men, 2 fms., at 5l. per fm.; in the said level to drive south, by four men, 6 fms., at 2l. 5s. per fm.; the lode is 3 ft. wide, producing ½ ton of lead per fm. Field's shaft to sink under the adit, by six men, 3 fms. or hole to the 10 fm. level, at 3l. 10s. per fm.; the lode is 4 ft. wide, producing 2 tons of lead. At Nant, the deep adit end to drive south, by two men, 1 fm., at 15s. per fm.; the lode is 2 ft. wide, poor. No. 3 winze, north of Clay's engine-shaft, to sink under the adit, by six men, 2 fms., at 7l. per fm.; the lode is 2½ feet wide, intermixed with lead, but not worth saving to dress. We holed No. 1 winze from the 10 to the 20 fm. level. A pitch in the back of the 10 fathom level, north of the engine-shaft, by four men, at 3l. per fm.; and two pitches in the back of the 20 level, two men in each, at 4l. 15s. per ton, for raising lead ore. We sampled th is and computed 69 tons of lead ore.—STEPHEN THOMAS: Nov. 7.

WEST BASSET.—The lode in the 84 fm. level east is 6 ft. wide, orey throughout, with a large stream coming out of the end. There is no particular alteration to note in any other part of the mine.—W. ROBERTS: Nov. 5.

WEST CRINNIS.—The ground in the engine-shaft has been rather harder than usual after the last few feet in sinking, but at present is favourable; we hope to complete this shaft to a 30 fm. level in about a month from this time, when we shall commence to intersect the lodes. The flat rod-shaft is sunk about 20 fms.; here we have fixed a plunger-lift, and cut the shaft plat; we intend sinking 10 fms. deeper, and then to drive south to intersect the lodes. I am highly pleased with the nature of the strata in both shafts, especially in the latter. In addition, we find the water raising copper in solution, to the extent of making iron appear like copper itself. Having put the flat-rods to work and almost completed the surface work, we are enabled to say, that we are in a good state of working, and the prospects before us are good, as may be seen from the last and next sales of copper from South Crinnis, the counter lode of which is now driven within a short distance of our sett.—J. WEBB.

WEST FOWEY CONSOLS.—The 80 fm. level is being driven south towards the lode, to within 12 fms., in doing which we have cut a branch that runs counter to the lode and intersects it westward, thereby letting down the water for 12 ft. below the adit level, which has enabled us to sink a winze on the lode 2 fms. before meeting with water. The lode in the winze will produce 2 tons of ore per fathom, worth 9l. per ton. The winze for the present is suspended until the lode is cut and sunk on from below, which will probably require from three to four months. The adit level is also being driven west from the cross-cut on Protection lode, towards the sinking in the bottom of the 60, which winze is down 13 fms., and has been the greatest part of the way in a lode that will produce from 2 to 3 tons of ore per fm. worth about 7l. per ton; but the bottom of the winze is not at present so much as although still saving work for the stamps. The end is about 7 fms. behind the winze, and will be driven under it by the time the winze gets down, which will be in about three months; the winze is sinking towards the eastern end of the orey ground in the adit, where it is nearly 50 fms. long; but from the appearance of the dip of ore in the winze, I conclude it dips west, consequently we may expect to have to drive further than the winze to meet with the ore. Deeble's shaft is sunk to the 90, and a cross-cut lode extended on several fms.; this lode at this place is poor, consequently we shall suspend the driving of the 90 to see the result of the 70, about 50 fms. to the north of this part, and put the men to sink Deeble's, the engine-shaft to the 100 fm. level, and then drive to cut again the Protection and south lodes before alluded to; the adit is now underlay towards the engine-shaft about 2½ or 3 ft. per fm.; hence the shaft is in the best possible position to command these lodes in depth. The shaft is intended to take one of the lodes at 20 fms. below adit. The 80 fm. level, on the north lode, from Par Consols, is 3 ft. wide, containing a small portion of tin. Our position in this part is an intersection with a copper lode, from 10 to 20 fms. before the dead end, **where there is a strong chance of meeting with something remunerative.** In conclusion, I would further observe, that the appearances and prospects are very encouraging.—JOHN PUCKEY.

WEST WHEAL BULLER.—The adit end is driving by two men, and the lode has a kindly appearance since the last report, being in a softer channel of ground.—Nov. 9.

WEST PAR CONSOLS.—The engine-shaft is sunk 19 fms. 2 ft.; we shall complete it to the 20 fm. level, and fix plunger-lift there; then sink about 10 fms. deeper, where we intend cross-cutting north, to intersect the lodes. The drawing-shaft is down about 14½ fms. We shall sink 3 ft. deeper, then communicate shaft with shaft for ventilation, &c. The ground in these shafts is of a light blue killas, in appearance all that can be desired.—J. WEBB: Nov. 9.

WEST WHEAL JANE.—The 20 fm. level west, at Moor shaft, is just as last reported. The 20 east is better; it will make 4 cwts. of tin per fm. The winze has improved a little, and is looking very kindly. At Tippett's shaft the ground is more favourable for sinking. The new engine-shaft is about 40 fms. deep, and the water is favourable. The engineers are getting on very well, the bob is on the wall, the boilers are in, and the flues turned around them. Next week we shall begin with all our force about the stamps.—JOHN TREGOSING: Nov. 5.

WHEAL ARTHUR.—North Lode: The lode in the 50 west is 2 ft. wide, composed of spar, mundic, and good stones of copper ore. The lode in Palmer's winze, sinking below the 35 west, is 4 ft. wide, yielding good stones of ore. The lode in Osborne's stope, in the bottom of the 35 west, is 4 ft. wide, yielding 2 tons of ore per fm., worth 7l. 10s. per ton. The lode in Hartland's stope, in the back of the 35 west, is 4 feet wide, producing 2½ tons of ore per fm., worth 8l. per ton. The lode in Cruse's rise and stope, in the back of the 35 west, is 4 ft. wide, producing 2 tons of ore per fm., worth 8l. per ton. The lode in Kellow's winze, sinking below the 20 west (2 fms. behind the end), is 4 ft. wide, producing 1 ton of ore per fm, worth 8l. per ton. The lode in Broom's new rise and stope, in the back of the 20 west (immediately east of head lode), is 4 ft. wide, producing 1 ton of ore per fm., worth 8l. per ton. The lode in Honeycombe's new rise and stope, in the back of the 35 west (about 8 fms. west of head lode), is 4 ft. wide, yielding 1 ton of ore per fm., worth 9l. per ton.—Old Lode: The lode in the 80, 70, and 60 east is unproductive. The lode in Sandy's winze, sinking below the 70 east, is 5 ft. wide, yielding 1 ton per fm., worth 7l. per ton. This winze is down 6 fms., and is about 14 fms. before the 80 end east.—T. CARPENTER: Nov. 5.

WHEAL AUGUSTA.—The 40 fm. level, west of Graham's shaft on the guide, is getting into more kindly ground; the lode is not taken down, but it appears large, and the indications are becoming more like they were in the level over, and will probably be more tinny as the end goes west. In the 28, west on the guide, the lode is large, with some tin, but not rich. The stope over this end is producing some good tin; the other stopes in the back of this level are with little or no alteration. The 28, west of engine-shaft on Augusta lode, looks kindly, but it is not much improved. The 10 end, east on Augusta lode, is rather improving, but it is not yet under the tin ground in the adit level. The adit end continues to produce tin, but is not rich; it is, however, in kindly ground. The shallow level produces a little tin; the lode is about 1 ft. wide, and has a favourable appearance. At Routh's shaft, on new south lode in the shallow level, the lode produces some good tin, but will not yet pay.—J. TRURAN: Nov. 5.

WHEAL CREBOR.—In the 34, at the cross-cut driving north, the water is issuing out of the end very strongly. No lode taken down in the 24 end driving west. In this level, to the east of the cross-course, between Rundle's and Gill's, we have commenced a cross-cut to cut the south lode, which appears not to be seen in that driving. The men have driven about 4 ft., through branches of rich yellow ore, in the killas, which leads me to think, if we intersect a south lode, it will be found a good one. In the 12 fm. level, east of Rundle's, I have four men opening at two different points, although there is but little done as yet, since we cleared the levels, yet I do expect to make some good discoveries in that direction. Our tribute pitches are as usual. The wheel, I expect, will be completed next week, and our rods will all be made by that time. We have the masons building up a bob-pit down by the wheel, and men excavating for the main bob to Rundle's. In another week I expect the carpenters will be putting in the pulley-stands.—WM. DOBLE: Nov. 9.

WHEAL EDWARD.—Since my last, we have cut in north and south from our 30 east, but find no addition to the lode; we are now driving east, the lode is still disordered, but appears a little more defined, and underlays more regular, carrying prian, intermixed with spar and mundic; I hope to report more favourable next week. The lode in Kent's winze is still large, spotted with black and yellow copper ore. At Fuller's engine-shaft the ground is much harder, which makes our progress rather slow. We shall make good to the 12 fm. level next week. Nothing new in shoading.—JOSH. HODGE: Nov. 9.

WHEAL GOLDEN CONSOLS.—The engine-shaft is sunk 6 fms. 2 ft. under the 97 fm. level, the ground is somewhat harder for sinking than we expected; the lode is 2 ft. wide, producing some good stones of lead ore. In driving the 97 fm. level, south of ditto, the ground is more favourable; the lode is 8 in. wide, producing a little ore. Thorne's shaft we have commenced sinking under the 107 fm. level; in driving south of ditto, the ground is good; the lode is 1 ft. wide, producing 5 cwts. of ore per fathom. At Young's shaft, in driving the 107 fm. level north, the ground is moderate; the lode is 2½ ft. wide, producing 1 ton of ore per fm. We have commenced driving the 97 north, which is looking very kindly. At Webb's shaft, in driving the 87 fm. level south, we have discovered a branch 6 in. wide, come in from the eastern side of the level; we cannot say much about this discovery as yet, but at present it is producing 7 cwts. of ore per fathom. At Maxwell's shaft, in driving the 70 fm. level south, the ground is moderate; the lode is 8 in. wide, producing 5 cwts. of ore per fathom. In driving the 60 fm. level south, the ground is good; the lode is 2½ ft. wide, producing 6 cwts. of ore per fathom. The tribute pitches are producing a fair quantity of ore.—J. WILLIAMS: Nov. 7.

WHEAL HARRIETT.—The lode in the engine-shaft is still composed of mundic, peach, capel, and spar, with spots of ore; it is 2 feet wide, with three branches still standing to the north of the lode, and there is also one to the south. The water from the lode in the engine-shaft is increasing still, I thing favourable of this lode. The cross-cut in the 30 is quite dry in the 10 feet driven beyond the branch, which I reported about in my letter to the last meeting; I am, therefore, inclined to think that the branch referred to, though small, has a connection with the lode seen in the shallow adit; from this branch there is water issuing. I would rather put the men to drive the 50 east than continue this cross-cut.—J. THOMAS: Nov. 7.

WHEAL KITTY (ST. AGNES).—On going into particulars as regards the quantity of tin raised last month, and the expense of raising it, you will find the following a correct analysis:—Tin raised by tributers, in tributes from 12s. and 12s. 6d. in 1l., was 1 ton 14 cwts. 2 qrs. 25 lbs.; and by the tutworkmen, 7 tons 18 cwts. 3 qrs. 8 lbs. =9 tons 13 cwts. 2 qrs. 6 lbs., which at (say) 73l. per ton, will be 706l. 9s. 4d. The total expense of breaking this tin, including tributers and tutworkmen, amounts to 224l. 2s. 6d., which is about 6s. 5d. in 1l. average. Perhaps there are few tin mines in the county that can furnish such results. At present, however, our prospects are much better; and we expect that the average expense for raising and sending to grass will not exceed 5s. in 1l. However this may be, when the sampling month ends I will send you the results. In the stopes, west of Gerry's rise, we have a splendid course of tin, worked by eight men, with very good prospects in several other stopes in the back of the 44, and a good lode in the 44 end west. In rising above the 44, we have come in contact with a new lode never before seen in Wheal Kitty, forming a junction with Wheal Kitty lode, and greatly improving the produce. The new lode underlies north about 2 ft. in a fm.; while Wheal Kitty lode underlies nearly 12 ft. The new lode from all we have seen of it is 3 ft. wide, very easily broken, and produces very good tinstuff. Next week, we shall employ a pare of men to rise on it, when I shall be able to report more fully. Our prospects are also very good in various stopes in the back of the 54. The 54 west has been driven to meet the cross-course, which heaves the lode about 40 fms. We have already driven several fathoms north; and in about six weeks we hope to cut Wheal Rock tin and copper lode. That lode has never been opened on in this mine, except in shallow pits from the surface by the old tinners of the district.—J. DAVIES: Nov. 5.

WHEAL LANGFORD.—We have secured the adit, and the men have again resumed stoping the back of the 10 fm. level, where the copper lode is improved. We have taken down the silver lode at the eastern point of the horse during the past week, and have now at surface about 5 cwts. of silver ore, of moderate quality. The tribute department is much the same. We are progressing with the dressing of copper with a small pan. The tributers have also commenced dressing. The engine continues to work well, and the water is in fork 5½ fms. below the 10 fm. level.—W. KNOTT.

WHEAL PERU.—The engine-shaft has been sunk 3½ ft. since my last, and preparations are making for the sinking of a shaft about 70 fms. east of our present workings; great progress will be made in sinking here, as the ground is easy for exploring.—JOHN RODDA: Nov. 8.

WHEAL ROBERT.—I beg to inform you that the operations on this mine are going on satisfactorily. During the past week the men in the adit end have cut through branches of mundic, spotted with copper, underlaying south towards the lode. The shaft is still in favourable ground for sinking, and going through some very kindly branches, dipping south, every fathom we sink, which speaks favourably for approaching the lode. I have every reason to believe that our most sanguine expectations will be realised.—W. NEILL: Nov. 9.

WHEAL SAMSON.—There is nothing to report this week of a different character. We are now cutting south, according to arrangement made by Mr. Thomas.

WHEAL SIDNEY (PLYMPTON).—The last few days dry weather has enabled us to fork the water down to the 33 fm. level, which will be quite clear this evening, and to-morrow we shall resume driving here. The water is forked at Williams's shaft, on the No. 3 lode, where we are now driving east on the course of it, in which the quality continues to gradually improve, as it also does on our middle lode, east of Derrick shaft. The stopes west are quite as good as last reported. About one-half of our new 13-inch plunger lift is now on the mine, and the remainder will quickly follow. The excavation for our new wheel-pit will be completed by to-morrow evening, and on Monday the masons will commence building the walls, which will be prosecuted with the utmost possible dispatch; when this and the new plunger-lift are completed, and the iron wheel fixed, the mine will require no further heavy outlay for many years to come.—J. EDDY: Nov. 10.

WHEAL TREASURY.—Our engine is erected, and one day more to the engineers will be ready to work. We have 52 fms. of 18 and 19-inch pumps on the mine and some parts of the workings. If we had the windbores, H-piece, plunger-case, working barrel, and strapping-plates, our pitwork would be complete for 60 fms., which could be fixed in nine days. Our hitches are cut for drawing-lift, and the bearer and cistern fixed in the places for plunger-lift.—D. STRICKLAND: Nov. 9.

WHEAL TREMAYNE.—There is no change to notice in the boundary engine-shaft, sinking under the 93 fm. level, since last report, the shaftmen being engaged securing the said shaft about the 53 and 43 fm. levels, which is now completed, and they have resumed the sinking again. The stope in the back of the 93 fm. level, east of the same shaft, is worth 3l. per fm. Allen's shaft is timbered and made secure to the 93 fathom. level, and the men will commence driving the same east of the shaft, on Allen's branch, next week, which is worth 4l. per fm. The stopes in the back of the 83 fm. level, east and west of the same shaft, are worth 6l. per fm. In the 73 fm. level, east of the same shaft, on Allen's branch, the branch is worth 3l. per fm.; the ground in the cross-cut, south of the same shaft, towards Wallis's lode, is favourable for driving; this level is now driven 60 fms. south of Allen's shaft, and we expect 80 fms. will intersect the lode. The stopes in the bottom of the 63 fm. level, east of the same shaft, are worth 8l. per fm. In the 90 fm. level, east of the new engine-shaft, on the south lode, the lode is 2 ft. wide, worth 4l. per fm.; the stope in the back of the same level is worth 2l. per fm. In the 80 fm. level, east of the same shaft, the lode is disordered and small, unproductive. In the 70 fm. level, east of Arthur's shaft, on the same lode, the lode is 18 in. wide, with a kindly appearance. In the 50 fm. level, east of the same shaft, the lode is 2 ft. wide, producing low-priced tinstuff. The men belonging to the 30 fm. level, on the same lode, are clearing east of Michell's shaft, where we are opening some tribute ground. Our tribute is much the same as last reported.—R. WILLIAMS; H. ROGERS: Oct. 29.

WHEAL TRISTREM.—The engine-shaft is sunk 8 fms. 2 ft. below the 28 fm. level, and was set, on Saturday last, to sink to the 40, by 12 men, at 13l. 13s. per fathom; the ground being much stiffer under the branch. The cross-cut, south of No. 1 level, is set to four men, at 4l. per fathom; stented 2 fms., or cut the lode; the end being very wet, we expect to cut the lode shortly. We holed the whim-shaft on Saturday last, after boring about 3 ft. We are sorry to inform you that the draught was so bad on Friday and Saturday that we could not raise sufficient steam to work the engine more than 2½ strokes per minute, which caused the water to rise so high as to prevent our working in the 28 fm. level: the masons are now at work building a larger flue, which we shall get finished by to-night, and we hope it will remedy the fault in the draught. Since writing the above, the men have beaten through the whim-shaft, which I have looked through into the rise, and found the dialing to have been quite correct, the side of the shaft being even with the side of the rise.—J. JENKINS: Nov. 8.

WHEAL UNITY.—There is no material change here since my last report. The eastern whim-shaft, No. 2, is holed to the 30 fm. level, which will give good ventilation in that quarter. The men are busily engaged cutting the shaft down from the 20 to the 30 fm. level, and will re-commence driving the 30 east in a few days. The 60 and 70 fm. levels east are suspended for the present, owing to bad air. The men are employed rising in the back of the said levels, and, when holed, better ventilation will also be obtained at that point, and the ends will be resumed, without loss of time.—JOSEPH VIVIAN: Nov. 7.

WHEAL UNY.—The cross-cut north in the 30 is driving by six men, at 8l. per fm., and as the ground is more favourable, and in a beautiful stratum of granite, I think it best to drive a few feet more, it being a very important part of our sett. The two stopes in the 40, east of engine-shaft, are turning out a quantity of valuable tinstuff, and will pay very well. The stopes in the 20, west of Gooding's shaft, is also doing well. The tribute ground is looking well, and will average, I believe, for last month more than 3 cwts. of tin per 100 sacks; I cannot ascertain the exact average as yet, as I have not assayed all the samples. The stamps are doing well, and I expect to get the 12 additional heads to work this month. The burning-house is working, and answering very well, but we want another oven, which I shall commence building on Monday next, as it is wanted immediately. We have commenced dressing tin for sale, and hope to get 7 or 8 tons ready by the end of this month.—S. COADE: Nov. 5.

WHEAL WILLIAMS.—The 40 fm. end is set to six men to drive, west of engine-shaft, stented 2 fathoms, price 8l. 10s. per fathom; this level is driven west of shaft 7 fms. 2 ft. 3 in. Russell's winze, set to sink below the 17 by six men, stented 2 fms., at 9l. 10s. per fm., is sunk 7 fms. 2 feet below the level; in the course of sinking this we find the water greatly to increase, and a regular improvement in the lode, both in size and character.—G. ROWE: Nov. 8.

WHEAL WHITLEIGH.—We have 10 tons of ore dressed up, and we suppose that we broke 10 tons more last month, making 20 tons, which will be ready for sampling in about a month's time, unless we prefer waiting longer for a larger sampling. Some of the stopes are producing ⅓ ton of ore per fm., and none less than 4 cwts., the latter of which will pay very well, the ground being so very moderate and inexpensive for working.—JOHN PUCKEY.

FOREIGN MINES.

GLADBACH ZINC COMPANY.

—The following is Capt. Phillips's report for the month of October:—

During the last 14 days we have been breaking calamine, and I am happy to say it has turned out far beyond our expectations. In September last we calculated on raising 3000 tons in the month of October, but owing to our having so much heading to take away, and the weather being so unfavourable, we could not commence raising calamine until the middle of the month; but, to my great satisfaction, we have taken out the estimated quantity in the last fortnight.

MARIA.—We have brought to surface 2070 tons, a great part of which is of a very good quality, and, from present appearances, I think this mine will continue to improve both in quality and quantity. I hope, by the latter part of this month, our open cutting will be brought into the large course of calamine driven through about six months ago, which is upwards of 20 feet wide, and will yield from 25 to upwards of 50 per cent. for zinc.

MARGARETTA JOSEPHA.—There has been but little done during the past month, in consequence of not being able to carry our open cutting across the road, but we hope to resume operations in the course of four or five days, when we shall be extracting calamine from a course varying from 10 to 15 feet in width, a large portion of which will rate second in quality to none in this country. The quantity of calamine raised in this mine for October is full 180 tons, a part of which is as good as any we have ever raised.

BERGMAN FREIHEIT.—During the past month we have been clearing away some old stuff, in order to get to the bottom of the mine, where it is said there is a good lode. The quantity of calamine raised in this mine for October is about 30 tons, and the quality pretty good.

NEW HOPE.—From the 18th to the last of October we brought to surface full 800 tons of calamine; and, on the whole, I think it is of a better quality than any that has been raised before in this mine. Out of the 3000 tons raised, we picked out while breaking it about 500 which are fit for the smelting works; and I am happy to say that all the mines continue to look exceedingly well.

THE COLOGNE MINING COMPANY.

—The directors have received advices from their agent, Capt. Chegwin, to the 5th Nov.:—

FAHRENBERG.—We have got to the adit level at the Emma shaft, and while the shaftmen are securing and casing it to this level we have another set of men clearing the adit, to unwater the mine by that level; this will, we hope, be completed in about three weeks from this time, unless there are more broken places than we can see. We hope the horse-whim will be completed this week, and then, as soon as the adit is set right, we shall put it to work, and sink the shaft as fast as possible on the course of the lode. We are driving the deep adit level towards the Emma lode as fast as we can by six men, but the ground is rather hard. The stopes in the back of this level still continue to produce good lead; they are working by four men.

MELLERSCHLADE.—The lode in the winze sinking below the adit level is about 2 ft. wide, very regular, composed of spar, killas, and stones of good copper ore.

RAHRBACHERHÖHE.—The lode in the level driving north-west on the Pocher lode is 1 ft. wide, composed of quartz and stones of copper ore, and improved in the last month; the lode in the north-west winze is 8 in. wide, producing 1 ton of copper ore per fm.; the lode in the south-east winze, on the same lode, is 1½ ft. wide, producing good stones of ore. I think we shall be able to sink 10 fms. in each of these winzes before driving a level on the course of the lode, the water not being very quick. The winzes are about 5 fms. deep. The lode in the stopes in the back of the level is 1½ ft. wide, producing ½ ton of copper ore per fm.; the quantity of ore raised in the last month is about 8½ tons.

VAHLBERG.—The lode in the level driving north is still large, composed of white and brown iron, with quartz, and good stones of copper ore; the men who have been working in this end are removed to the new engine-shaft; the lode in the level driving south is all the width of the end, and at the hanging-wall there is a branch of ore 9 in. wide. We have commenced the sinking of a new engine-shaft, which will be put down on the course of the lode; this lode is in many places worked away, and we think we shall have to go down through the old workings to adit level; we shall not be troubled with water until we get that depth; this is to be called Dalzell's shaft.

VOIGHTSKAUB.—We are driving a cross-cut towards the Voightskaub lode, which is said to be from 4 to 6 fms. before us, and in doing so we have intersected a lode 10 ft. wide, composed of flookan, killas, and quartz, and in it there is a branch about 4 in. wide, producing good stones of lead. We shall continue to drive the cross-cut to cut the lode before us, previous to driving on the course of the one already cut.

ST. JOHN DEL REY MINES—[Received November 7]:—

Morro Velho, Sept. 8.—Produce for August, 34,300 oits. = 329·519 lbs. troy—viz., 32,074 oits. from 7159·2 tons of stone, yielding 4·48 oits. per ton; 1832 oits. from arrastres; 353 from sand, reground from Susannah stamps; 41 from experimental additional streaks at Addison's stamps in July—total, 34,300 oitavas. Stamps working during the month, average 122·61 heads. The supply of stone from the mine has been sufficient for our requirements, and enabled us to throw out about 280 tons killas. It is true we do not appear to have stamped quite as much stone as in July; but considering the formidable stoppage we experienced on the 6th August, the work done in August is fully in proportion to that done in July. During the few days which have elapsed of the present month the supply continues pretty much the same, but it would not be sufficient were the Susannah stamps employed in crushing stone; she is still engaged, as during the two preceding months, in experiment, as the re-grinding of sand.

Cost for August, rs. 59,960 237, at 29¼d.		£ 7,307 13 1
Produce	34,300 oits.	
Less duty, 5 per cent.	1,715 oits. = 32,585 oits., at 7s. 8d.	12,490 18 4
Profit		£ 5,183 5 3

Sept. 19.—Gold extracted to date, 9889 oits., from 518·95 cubic feet of sand, result of 11 days' stamping, yielding 19·05 oits. per cubic foot. This is but a poor produce, partly attributable to the falling off in our supplies of water, and the consequent diminution in the quantity of stone stamped, and partly to the heavy stoppage we were forced to submit to in the early part of the month. Stamps working 11 days, average 123·82 heads. The supply of stone from the mine continues ample for our present wants, enabling us to throw out the worst of the slaty killas; but it must be borne in mind that the Susannah 6-head stamps have not yet returned to their regular work. The supply of water continues to diminish. With the exception of the Herring, the stamps are all moving in slow time, two out of the eight. Routh's arrastres are stopped, and to keep the Gamba hauling machine in motion we are now obliged to have recourse to the Bananal tank.

LINARES MINES—[Received from Capt. Alexander W. Martyn]:—

Linares, Oct. 29.—This being our setting day, we have measured and let as follows:—The 65 end, west of engine-shaft, has been extended 4 varas 2 ft., and re-set to four men, at 400 rs. per vara; the lode is worth 3 tons of ore per fm. The end east in this level, 2 varas 2 ft., not re-taken; the lode is worth 2½ tons per fm. The rise against Arroyo's winze, 1 vara 1 ft. 8 in., not re-set; the lode is worth 3 tons of ore per fm. We have put two men to stope east of this rise, at ¾ rl. per arroba. The 55 end, west of Casualidad winze, has been extended 2 varas 1 ft. 3 in.; ditto south on cross-course, 3 varas 1 ft. 6 in., and re-set to four men to drive south, at 250 reals per vara; there is nothing new discovered here to notice. The 55 end, on south lode, west of cross-cut, 4 varas 1 ft. 9 in., and re-set to two men, at 250 rs. per vara; the lode contains a little ore, but not to value. Caballero's winze, in this level, has been deepened 2 varas 1 ft. 2 in., and re-set to four men, at 650 rs. per vara; the ground continues hard, and the lode is worth 1 ton of ore per fm. Arroyo's winze has been deepened 4 varas, and re-set to four men, at 300 reals per vara; we hope to communicate this winze with the rise below in a short time; the lode is worth 2½ tons per fm. San Jorge winze, being holed to the 65 fm. level, we have let to four men, to stope west of winze, at 1 rl. per arroba for lead ore. Cortez's winze has been sunk below the 55 fm. level 4 varas 0 ft. 1 in., not re-taken; the lode is looking promising, worth 1 ton of ore per fm. The 55 fm. level, east of La Fortuna winze, is communicated with Fernandez's winze, but owing to a large pile of stuff in this level we were prevented from measuring and re-setting this end; the lode east of the latter winze is worth 2½ tons per fm. The cutting the plat at San Juan shaft, in the 55 fm. level, will be completed in about a week, when we shall commence sinking the said shaft below this level. We also omitted measuring the 45 end, east of La Suerte winze, owing to its not being properly squared; the lode is worth ½ ton of ore per fathom. The 45 end, east of cross-cut, on north lode, has been extended 3 varas, and re-set to four men, at 400 rs. per vara; the lode continues large, worth 1 ton per fathom. The end west of cross-cut, on this lode, 4 varas 1 ft. 11 in., and re-set to four men, at 220 rs. per vara; the lode is worth 2 tons of ore per fathom. The 45 end, west of Casualidad winze, 5 varas 2 ft. 3 in., and re-set to four men, at 300 rs. per vara; the lode is worth 5 cwts. of ore per fm. The cross-cut north at this place, 2 varas 2 feet 4 in., re-set to two men, at 300 rs. per vara; there has been nothing discovered in this cross-cut to notice since my last. The 45 end, west of Thorne's, 1 vara 2 ft. 2 in., and re-set to four men, at 400 rs. per vara; the lode is worth 1½ ton per fm. The end west of shaft, in this level, 3 varas 0 ft. 2 in., not re-taken; the lode is worth 2½ tons per fm. The 31 end, east of Thorne's shaft, 4 varas 0 ft. 7 in., and re-set to four men, at 300 rs. per vara; the lode is worth 1 ton of ore per fm. The cross-cut north in this level, 1 vara 2 ft. 3 in., and re-set to two men, at 450 rs. per vara; there is nothing new to notice in this cross-cut. The 31 end east, on north lode, 9 varas 2 ft. 3 in., and re-set to four men, at 150 rs. per vara; this end is still in the old men's

workings; however, owing to the gunnies getting more contracted, I think we shall soon reach sound ground. The end on middle lode, in the 31 fathom level, east of Thorne's cross-cut, 2 ft. 2 in., and re-set to two men, at 400 rs. per vara; the lode is worth 1½ ton per fm. The new winze on north lode has been deepened 2 varas 2 ft. 6 in., and re-set to four men, at 150 rs. per vara; the lode is worth 4 tons of ore per fm. The winze on north lode, west of San Juan shaft, 3 varas 0 ft. 10 in., not retaken; the lode is worth 5 cwts. of ore per fm. The summen are progressing favourably with the cutting the plat, and the dividing and casing the shaft is nearly completed to the 75 fm. level. The tribute department is looking well, and the greatest number of the pitches were taken at a moderate tribute. The bargains at Field's, Taylor's, Warne's, and Victoria shafts, will be measured and re-set on Monday; the particulars I will advise you of in the following week. We have commenced fixing the engine for crusher, &c., and shall get it completed as soon as possible.—Ore weighed in this week, 60 tons 15 cwts.

The following reports were received by this morning's post—consequently too late for insertion in their proper place:—

EXMOOR WHEAL ELIZA.—On the supposition that the main lode in the 36 fm. level is perpendicular below, we shall have to drive 7 ft. further north, in the 50 fm. level, to intersect it; however, it is pretty evident that we are now driving through the capel of the lode, which is spotted with mundic and copper ore: in order to prove this as speedily as possible, I have put eight men here, but the ground being hard and wet, we cannot progress as fast as is desirable. The 50 fm. level west is suspended for want of men. We are constantly intersecting branches in the 36 cross-cut, which are very kindly; the stratum, also, is very congenial. I have set this to four men, at 9l. per fathom, 2 fms. stent.—W. DUNSTAN: Nov. 9.

INNEY CONSOLS (SOUTH PETHERWIN).—Our setting and pay-day was on Saturday, the 5th instant. We set the cross-cut to drive south, by six men, at 6l. per fm. We set the engine-shaft to divide down from the adit to the 20 fm. level, and the footway to put in a plat to cut pent-house and the main rod and catches, by six men, for 20l. The wheel is working most splendidly. All the rest of the work is going on very well.—P. JENKIN: Nov. 9.

NORTH WHEAL TRELAWNY (QUITHIOCK).—Coryton's engine-shaft is sunk 9 fms. under the adit level. The lode in the adit end south is 2 ft. wide, and producing good stones of ore; the pitches are yielding a fair quantity of ore.—H. HODGE: Nov. 10.

WHEAL MARY ANN.—Pollard's shaftmen have completed the plat in the 110, and have this day commenced the cross-cut east towards the lode at this point. The lode in the 100, north of Pollard's shaft, is 2½ feet wide, and worth 10l. per fathom; in the same level south it is 2 feet wide, worth 7l. per fathom. In the 90 north it is 4 feet wide, worth 14l. per fathom; in the same level south it is 4 feet wide, worth 8l. per fathom. In the 80 north it is 3 feet wide, worth 8l. per fathom; in the same level south it is 2 feet wide, worth 6l. per fathom. In the 70 south it is 2 feet wide, worth 7l. per fm. In the 60 south it is 1½ ft. wide, producing good stones of ore. In the 50 south it is 2 ft. wide, producing also good stones of ore. Clymo's new engine-shaft is sunk 24 fms. below the surface. The stopes and pitches are yielding a fair return. We sampled, yesterday, a parcel of lead ores, computed 70 tons, which will be sold on the 19th inst.—ROBERT KNAPP: Nov. 10.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, November 11, 1853.

ENGLISH IRON.		per Ton.
Bar and bolt *a*	—	£9 0 0
In Wales *a*	—	- 8 2 6
In Liverpool *a*	—	- 8 10 0
In Staffordshire *a*	—	- 9 10 0
*Sheets, single *a*	—	-11 10 0
* ,, double *a*	—	13 0 0
*Hoop *a*	—	-10 15 0
*Rod, round *a*	—	-10 0 0
Nail rod, square *a*	—	- 9 10 0
Rails (Wales) *b*	—	- 8 0 0
,, (Staffordshire) *b*	—	- 8 5 0
Railway Chairs, Clyde *b*	—	- 4 10 0
Pig, No. 1, Clyde *b*	—	- 4 1 6
3-5ths No. 1 & 2-5ths No. 1, in Wales *c*	—	- 4 1 6
	—	- 4 10 0
Scotch Pig No. 1 in London	—	- 4 10 0
Stirling's Non-laminating, or Hardened, Surface Rails	9 0 0	- 9 2 0
Cold-blast, No. 1 Foundry	5 10 0	- 6 10 0
Charcoal bars	—	-14 10 0
Stirling's Patent Toughened Pigs Glasg.	—	- 3 12 6
Ditto Wales	4 0 0	- 4 5 0
FOREIGN IRON. *a*		
Swedish	—	-11 10 0
Russian CCND	—	-17 0 0
Indian Charcoal Pigs in London	—	- 6 0 0
FOREIGN STEEL. *a*		
Swedish keg, nominal	—	-16 0 0
Ditto faggot	—	- —
ZINC.		
In sheets *d* p. ton		30 0 0

SPELTER.			
On the spot p. ton	£21	5-21	10 0
To arrive ,,	21	10-22	0 0
COPPER.			
Tile, 14 to 28 lbs. *a* p. ton		117	0 0
Tough cake *a* ,,		117	0 0
Sheathing and bolts *a* p. lb.		0	1 1
Sheet *a* ,,		0	1 1
Bottoms *a* ,,		0	1 2
Old *a* ,,			—
Yellow Metal *a* ,,		0	1 0
Wetterstedt's Pat. Met.r cwt.		2	0 0
ENGLISH LEAD. *a*			
Pig p. ton		23	0 0
Sheet ,,		- 24	0 0
FOREIGN LEAD. *a*			
Spanish, in bond p. ton		22	0 0
ENGLISH TIN. *e*			
Block p. cwt.		- 6	2 0
Ingots ,,		-	- —
Bar ,,		- 6	3 0
Refined ,,		-	- —
FOREIGN TIN.			
Banca p. cwt.		6	2 0
Straits (uncertified) ,,		6	0 0
TIN-PLATES. *b*			
IC Charcoal p. box	—	- 1	11 0
IX Ditto ,,	—	- 1	17 6
IC Coke ,,	—	- 1	6 0
IX Ditto ,,	—	- 1	12 6
Canada plates *a* ,, ton	—	-13	0 0
QUICKSILVER *f* p. lb.	—	- 0	2 4

Terms.—*a*, 2½ per cent. dis.; *b*, nett; *c*, 3 ditto; *d*, 1½ per cent. dis.; *e*, 2 ditto; *f*, 1¼ ditto; deliv. in Liverpool 10s. per ton less.—† Discount 5 per cent.
* Delivered in Liverpool 10s. per ton less.

RAILS—It is now pretty well known that the cause of the French Government admitting pig-iron, is the want of rails for roads made and waiting for them; an impression prevails in well-informed circles, that rails also must soon be permitted to enter at a low rate of duty as well as pig-iron.

SCOTCH PIGS having receded to 74s. for Mixed Nos.—viz., three-fifths No. 1, and two-fifths No. 3, free on board in Glasgow—have again rallied to 81s. 6d. It was doubted whether the French purchasers would be able to meet their prompts, but it is now ascertained that they were better prepared to pay than the sellers were to deliver, consequently there has been some large defaulters, in Stock Exchange phrase, of "bear" sellers, expecting the needful would not be forthcoming on the prompt day. It is now pretty well understood that a decree has passed the French Chambers, although not officially published in the *Moniteur*, admitting a large quantity of pig-iron into France at a low duty, to supply their present most urgent wants, and this is confirmed to a certain extent by shipments having already commenced. The market leaves off at 80s. for Mixed Nos.; No. 1, Gartsherrie, 85s. to 87s.; No. 1, Glengarnock, 84s. Freights have risen from 13s. to 25s. from Glasgow to Rouen.

SPELTER is firm at 21l. 10s. on the spot, and 22l. for January delivery.

COPPER—In consequence of the low stocks and diminishing production, the smelters have been compelled at last to declare an advance of 1d. per lb. on manufactured, and 9l. 10s. per ton on tile and cake.

TIN is inactive.—TIN-PLATES very dull of sale, with a downward tendency.

LEAD is without alteration.

GLASGOW, Nov. 10.—Since our last, the iron market has been feverish, and fluctuations of considerable extent have occurred. On Tuesday the French duty was reported to have been knocked off, and prices ran up from 77s. to 82s. Yesterday we stood at 81s. to 81s. 6d., and to-day, after being down to 78s. 6d., we close with sellers at 80s.—buyers cautious. Bars are 10l. 10s., 10l., and 9l. 10s., according to brand, for common qualities.

LIVERPOOL, Nov. 10.—Manufactured Iron of all kinds continues firm, the demand being in excess of the supply. The business done in pig-iron is very large, and prices fluctuating. In consequence of the rumoured change in the French tariff, the price has to-day been forced up to 81s., but the market closes flat with sellers at 79s. to 79s. 6d. —Lead unchanged.—Copper has advanced 1d. per pound.

NEW YORK, OCT. 29.—Pig-iron is without alteration; the stock in hand light, and holders are firm at $34 cash, at which sales are limited. Bars—Common English are a little lower, with sales of 200 to 300 tons at $62 50 c. six months, now held at $65 to $67 50c. from store. Refined bars—None offering, except from store at $75 to $80. Sheets and hoops are in demand. Copper—Sales of about 150 cases heavy sheathing were made at 28½; lighter sizes are held at 29½, 6 months. Yellow metal has all been taken up at 23. Banca tin is held at 30, but could be bought a little lower for cash. Spelter—Sales in small lots at 5¾c. to 6c. Sheet zinc—Sales at 7¾ cash, and 8¼ 6 months. Tin-plates—Sales at 10¼ to 10½ 6 months. The extreme tightness of the money market restricts all speculative movements. Lead is quiet; 100 tons of Spanish sold during the week at 6½c. Galena is held nominally at 6¼c.

MINES.—Shares in a great many mines have been in request this week, but at very low prices. Whilst on the subject of low prices, we may remark that we have received several communications upon the present state and condition of the mining market, and the manner in which mining property is depreciated in value by what is termed "price making" and "bearing" of shares. There is an old saying, we admit, that the "value of a thing is what it will bring;" but, in a limited and speculative market, like that for mining shares, this does not always hold good. There is generally some favorite stock of the day in which the public buy freely, and to which the main attention of the dealers is, for the time, directed; and in many other good and promising mines no business may be transacted for weeks; for, without buying orders on the market, the dealers do not increase their stocks, without they get great bargains. It is easy, therefore, to depreciate the value of such mines as these, and upon such, as it appears from the information we have received from the largest dealer in the market, it is the practice of a few parties to act. To exemplify our meaning more particularly, let us take the case of Speedwell, the price of shares here (1024th), was 6l. per share; when suddenly, one morning of late, a daily paper gave the quotation of an actual sale at 2l. 14s. per share. The shareholders, particularly those residing in the country, became naturally alarmed at seeing a sudden depreciation of nearly 4000l. in their property; but, on enquiry, it turned out that a very few shares only had been *forced* on the market, and in "price making" sold at 2l. 14s., that quotation being immediately forwarded for publication, to establish it, if possible, as the real value of the shares. This is but the type of many; and we should advise shareholders, before they get alarmed and fall into the traps laid for them by the "bears," to make enquiry as to the true causes for the very low quotations often made, and which have brought the mining market into its present depressed condition. "As many men, so many opinions," is an old and trite proverb, and peculiarly applicable to mining operations, for many capitalists have been deterred from embarking in mines at all, because any mine or mines recommended to him by one man, was certain to be abused, and something else recommended, by the very next man he met. Many dividend mines have not quite maintained their prices. South Caradon are offered at 285l.; Alfred Consols, 23l. to 24l.; Devon Consols, 390l.; West Caradon, 230l.; in Rocks and Treverbyn a good business has been doing, and shares have advanced to 4l. and 4l. 10s. —the mine is now yielding a good monthly profit, independently of a very valuable discovery lately made; Speedwells in demand at 5l. to 5l. 10s.; East Margaret, 11l.; Bryntail, 3l. 10s.; Boscean, 115l.; Tremaynes have risen from 7l. to 10l., but no sellers; Margaret, 115l.; West Providence, 32l.; Gillmar, 4l. 10s. to 5l.; Cook's Kitchen, 2l. 10s.; Mill Pool, 6l.; Lemona, 3l.; East Ding Dong, 1l. 5s.; Poltimore, 1l. 2s. 6d.; Forest Mine, 5l. to 5l. 10s.; Mary Ann, 44l. to 45l.; North Towey, 17s. 6d. to 1l.; Eaglebrook, 85l. to 95l.; Condurrow, 130l.; South Tamar, 6l. 2s. 6d.; Bedford United, 7l.: Herodsfoot, 10l.; Trehane, 8l. 10s. to 9l.; Neptune, 2l. 10s.; East Wheal Russell, 1l. 15s. to 2l. 5s. At the Pen-y-Gelli meeting, the statement of accounts showed a balance of assets over liabilities of 336l. 15s., and the report of the mine was good. There has been a great demand for St. John del Rey shares, and the price has advanced to 40l.

In the Bullion Market,—Mexican and South American dollars, 5s. 1d. per oz. Bar silver containing gold, all gold above 5 grs. in the pound to be paid for, 5s. 2⅔d. per oz. standard. Bar silver without gold, 5s. 2¾d. per oz. standard. Bar gold, 77s. 9d. per oz. standard. Spanish doubloons, 77s. per oz. Columbian doubloons, 78s. 6d. per oz.

The Newtonards Mining Company declared a dividend of 2l. per share on the 11th October—making the fourth dividend during the present year of equal amount.

At South Wheal Frances meeting, on Monday, the accounts showed—Balance from last account, 682l. 10s. 8d.; ore sold, 2866l. 14s. 3d.= 3549l. 4s. 11d.—Mine cost, Aug., 748l. 12s. 7d.; Sept., 875l. 16s.; merchants' bills, 794l. 8s.; dues, 191l. 2s. 4d.; leaving balance in favour of adventurers, 939l. 6d. A dividend of 2l. per share (496l.) was declared, after payment of which left balance to next account, 443l. 6d. The nett profit on the two months working was 256l. 15s. 4d. It is fully expected, from the large balance in hand, that at the meeting to be held in January next a dividend of 4l. per share will be declared.

At Drake Walls Mine meeting, on Tuesday (Mr. Peter Stainsby in the chair), the accounts showed—Balance last account, 625l. 0s. 3d.; sales of black tin, 3265l. 13s. 4d.=3890l. 13s. 7d.—Mine cost, April, 1116l. 15s. 4d.; May, 999l. 13s. 9d.; June, 1047l. 7s. 2d.; balance of interest and discount, 12l. 12s. 8d.: leaving balance in favour of company, 714l. 4s. 8d. Mr. Matthews, the purser, reported that the expense incurred for new machinery, pitwork, &c., including carpentry, smith, and masonry work, was from 600l. to 650l. A considerable sum had been expended in repairing stulls in the adit and other levels, and which had been very advantageously laid out for the future working of the mine.

At West Wheal Russell meeting, on Tuesday (Mr. P. Stainsby in the chair), the accounts showed—Call of 5s. per share, 1000l.—Balance last account, 354l. 5s. 9d.; mine cost, June, July, and Aug., 414l. 14s. 2d.: leaving balance in favour of mine, 231l. A call of 2s. 6d. per share was made, and a resolution passed, requesting Mr. P. Johnson to visit and report upon the mine, which that gentleman (who expressed a favourable opinion of the sett, and recommended more spirited operations) complied with. A vote of thanks was passed to the chairman, who observed that the mine was entirely free from debt, every shilling having been charged up, and paid.

At the Devon Tin Mines general meeting, on Monday (Capt. Greig in the chair), the accounts showed—Capital raised by sale of shares, &c., 4065l.—Mine cost from Feb. to Sept., 1399l. 13s. 7d.; expenses of two deputations to the mine, 50l.; Hitchins's testimonial, 5l. 5s.: leaving balance in favour of adventurers, 2610l. 1s. 5d. The meeting was adjourned for a fortnight, to enable Mr. Perkes to visit the mine, and inspect the machinery. The secretary was also directed to write to Mr. Josiah Hitchins, requesting him to meet Mr. Perkes, with a view of reporting on the best means to be adopted to efficiently develope the mines.

At the Hennock Mine meeting, on Tuesday (Mr. Wm. Kennaway in the chair), the accounts for three months ending the 8th November showed—Calls, 10,061l. 17s. 9d.; call on the 13th Sept. (less arrears now due), 378l. 9s.=10,440l. 6s. 9d.—Expenditure to the 13th Sept., 9947l. 15s. 2d.; merchants' bills, 116l. 16s.; mine cost, August, 132l. 0s. 10d.; Sept., 185l. 2s.; commission, 4l.: leaving a balance in favour of adventurers of 54l. 12s. 9d. A call of 5s. per share was made, payable on or before the 1st Dec. Capt. H. Rickard reported that the 60 fm. level had been driven south 5 fms. 4 ft. 6 in., making a distance from the engine-shaft 20 fms. 0 ft. 6 in.; the lode is not so large at this point as in other places. Having 3½ tons of lead dressed, and about 1½ ton to dress, they will continue adding to this every week, whilst the lode holds good in the 40 fm. level.

At Exmoor Eliza Mine meeting, on the 1st inst., the accounts showed—Balance from last account, 26l. 7s. 10d.; received since, 251l. 14s. 9d.= 278l. 2s. 7d.—Mine cost, August and September, 150l. 2s. 11d.; merchants' bills, &c., 55l. 10s. 1d.: leaving balance in favour of adventurers, 72l. 9s. 11d. A call of 1s. per share was made. The meeting took place on the mine, and two of the shareholders present, who were agents of mines in the neighbourhood of Tavistock, made a thorough inspection of the underground workings, with which they expressed their entire satisfaction, and, together with Capt. Dunstan, are of opinion, that from the strength and appearance of the lode in the 50, its development can scarcely fail of being productive. With the exception of a cross-cut for the purpose of intersecting the south lode in the 36, the underground operations for the next two months will be confined to the 50 fm. level.

At the Cubert United Mines meeting, on Monday (Mr. W. Byron in the chair), Mr. Bromfield complained of the absence of satisfactory information relative to the future prospects of the company, and moved that the meeting be adjourned to Monday next, on the ground that they had not been furnished with the captain's report, and in consequence of the scanty attendance of the committee. The chairman was not in a position to explain from what cause they had not received the report of Capt. Richards, who was a most punctual man: in all probability the report would arrive by the next post. The new management was ably defended by the chairman, who observed that such was his own opinion of the mine, that he had increased his interest in it. The meeting was ultimately adjourned to Monday, a full report of which will appear in our next.

At the Hingston Down Consols meeting, on Tuesday, the accounts showed—Balance from the last account, 447l.; calls received and interest, 171l. 18s.; ores sold and carriage, 1136l. 1s. 7d.=1754l. 19s. 7d.—Dues, 72l. 15s. 10d.; mine cost, Aug., 825l. 14s. 7d.; Sept., 808l. 2s. 8d.; stationery, &c., 29l. 15s. 3d.: leaving a balance in favour of adventurers of 18l. 11s. 3d. Capt. W. Richards reported that the shaft was sunk below the 65 fm. level 3 fms. The levels driving east from Morris's shaft, and west from Doidge's winze, had been communicated with opening a valuable piece of ore ground, 13 fms. 3 ft. 3 in. in length. The 55, driving east of Forrest's winze, had been extended 5 fms. 5 ft. 9 in. on the course of the lode, which in places had produced excellent stones of ore. The stopes throughout the mine continue to yield fair quantites of ore. They weighed, on the 28th Oct., 101 tons 9 cwts. of ore, sold at 7l. 15s. 6d. to Messrs. Vivian and Sons, and sampled October ores, computed 150 tons; and hoped by next sampling day to have about 200 tons of good quality ore, without unfairly encroaching on the reserves of the mine.

At the Churchstoke Lead Mine meeting, on the 31st Oct., the accounts showed—Receipts on account of calls, 1127l. 9s. 4d.—Mine cost and general expenses, 793l. 13s. 6d.: leaving balance in favour of mine, 333l. 15s. 10d.

At the Ritton Castle Mine meeting, on the 28th October, the accounts showed—Mine cost and general expenses, 1899l. 6s. 6d.—Calls received, 1806l.: leaving balance due to purser, 93l. 6s 6d. Calls in arrear, 194l. At an adjourned meeting, on the 9th inst., a call of 1s. per share was made.

At the Rorrington Mines meeting, on the 4th inst. (Mr. P. Stainsby in the chair), the accounts for four months, ending with cost for September, showed—Balance last account, 4135l. 11s.; lead ore sold, 172l. 4s. = 4307l. 15s.—Mine cost, June, 352l. 3s. 6d.; July, 478l. 9s. 9d.; August, 441l. 5s. 5d.; Sept., 269l. 5s. 4d.: leaving a balance in favour of the company of 2766l. 11s. Captain Taylor's salary was increased to 8l. 8s. per month for his efficient services. Captain W. Barratt's report stated that a good smiths' shop, carpenters' shop, timber and iron-yard, store-room, and account-house, all of which are built of the very best materials, had been erected on the most economic scale; also a powder-magazine at a reasonable distance from the other buildings. A good substantial engine-house, boiler-house, stack and crusher-house, for the reception of the engine, some parts of which are on the mine, have also been provided, and they were building a wall for the purpose of laying out the dressing-floors on the most approved principle. The sett is very extensive, being 1518 fms. in length, and of an average width of 498 fms., in which many lodes are known to exist, some of which have been very little wrought on. Sir O. P. Wakeman, Bart., recently visited the mines, and was highly pleased with the operations. He very kindly ordered timber to be felled on his estate for the use of the mines, which will effect a considerable saving. Great improvement had taken place on Taylor's lode in back of the shallow adit, which is now yielding at least 12 cwts. of lead ore per fathom. Messrs. Ensor and Burles have also visited the mines.

At the Wheal Wrey Consols meeting, on the 7th instant (Mr. Thos. Bushell in the chair), the accounts showed—Balance from last account, 81l. 3s. 11d.; Mine cost, Aug., 120l. 12s. 7d.; Sept., 99l. 12s. 9d.; [illegible] 93l. 19s. 5d.; secretary's salary, 12l. 12s.; paid on account of engine, 420l. = 828l.—Arrears of call, 11th July, 5l. 18s.; calls, 8th Sept. (less arrears), 362l. 8s.; lead ore sold, 39l. 18s. 8d.: leaving balance against adventurers, 419l. 16s. A call of 5s. per share was made, payable on or before the 21st instant. Captain John Offord reported that since the last meeting the adit had been extended 20 fms., generally on a good [illegible] lode, but recently disordered by several cross-courses. The lode is now re-formed and compact, 18 inches wide, composed of a beautiful [illegible] tinged with crome, lead, and interspersed with stones of fluor-spar. The indications were of the first class for lead, and it was expected that a few months' perseverance and labour will place the mine in a very [illegible] perous position.

At the Eyam Lead Mining Company (Derbyshire) half-yearly [illegible] meeting, held at the Black Rock Hotel, Sheffield, on Monday (Mr. J. Pitt in the chair), the agent's (Mr. George Maltby) report was highly satisfactory to the proprietors. The treasurer's report showed that the company had raised and sold ore to the amount of 3328l. 4s. 7d. since the general meeting in April last; that dividends amounting to 1166l. had been paid; and that the working expenses, royalty, and tradesmen's bills amounted to 1798l. 2s. 7d.

At the Weston Lead Mine meeting, on the 31st October, the accounts showed—Receipts on account of calls, 2299l. 11s.—Mine cost and general expenses, 2261l. 17s. 4d.: leaving balance in favour of mine, 37l. 13s. A call of 2s. per share was made.

At the Norbury Mine meeting, on the 28th Oct., the accounts showed—Receipts on account of calls, 708l. 9s. 1d.—Mine cost and general expenses, 535l. 3s. 8d.: leaving balance in favour of mine, 173l. 5s. Calls in arrear, 191l. 10s. 11d. The meeting was adjourned to the next inst., when a call of 1s. per share was made.

At East White Grit Mine meeting, on the 28th Oct., the accounts showed—Receipts on account of calls, 1383l.—Mine cost and general expenses, 1170l. 14s. 4d.: leaving balance in favour of mine, 212l. 5s. 8d. Arrears of call, 42l. At an adjourned meeting, on the 8th inst., a call of 5s. per share was made.

Foxdale, Esgair Llee, Maesyrerwddu, Coetia Llys, Deep Level, Merlin, Talacre, Holywell Level, Milwr, Plantation, Ty-Maen, Llanyrclwyd, and Bwlchgwyn, have sold lead ore.

Great Beam, Bosorn, Yeoland, and West Towan, have sold black tin.

Perran Consols has sold several small parcels of tin and copper ore.

Great Onslow Consols will sample about 120 tons of copper ore shortly.

The Tamar Mines have sampled 59 tons of silver-lead ores, for sale on the 15th inst.

Drake Walls has sampled 29 tons of tin.

Tincroft Mine has sampled 16 tons 6 cwts. 2 qrs. 20 lbs. of black tin. A lode has been cut in the 100 cross-cut, north from North Tincroft lode; it is 14 in. wide, yielding 2 tons of copper ore per fm., of fair quality. This lode is running the entire length of the sett, and has never before been seen at any depth.

At Guskus, the 20 west on Martin's lode is improved, now worth 8l. per fathom for tin.

Wheal Carne has greatly improved: there is tin, we are informed, in every end, and 13 tribute pitches have been set.

The Poltimore Company has entered into a contract with Mr. Bell for the purchase and use of one of this gentleman's patented machines for crushing and amalgamating auriferous ores. It is to consist of four heads, with contingent gear, and to be delivered at Liverpool within eight weeks from date of contract. This will place the company in a position to produce and amalgamate about 50 tons per diem of 24 hours; for it appears that each basin can crush, at the minimum, half a ton of gossan per hour. As this will be the first machine which will be worked in this country, no royalty is to be charged; and the company, in addition, is to have the right of renewal of four basins and gear without royalty as long as the patent rights exist.

The Britannia Mining Company have lately had some of their auriferous gossan passed through Mr. Berdan's machine. The first trial made with half a ton of rich and poor gossans, mixed in equal portions, this yielded 7 dwts. of pure gold, or nearly ¾ oz. to the ton. The second trial was made on Tuesday last with a ton of the same gossans as before, and the result was 1 oz. 0 dwt. 20 grs. of gold. This is considered highly satisfactory, considering the samples were only averages, and not picked. The gold machinery on the mine has been tried, and answers exceedingly well; the amalgamating works are not quite ready for regular use, but the whole is expected to be put in actual work upon the gold ores in the early part of next week. Accounts continue to be received from the mine of the promising appearance of the copper, and some rich stones have been sent up to the office, which were taken from below the adit level. In short, there is every appearance of plenty more.

At Rocks and Treverbyn Mine, a discovery of a side lode has been made, which has been cut rich in the 20 fm. level.

Angarrack Consols presents favourable prospects; the report upon it is highly satisfactory.

The Dhurode Copper Mine (county Cork, Ireland) is progressing favourably. In our advertising columns is the announcement for the payment of the second dividend, being a total of 3s. per share paid within the last six months—a good example for other Irish mines to follow.

We understand that Mr. James Wolferstan, of the Bedford United and other mines, has been appointed manager of Hemerdon Consols Mine.

Mr. Henry Thomas left London for Spain yesterday, to resume his duties as superintendent of the Linares Mining Company.

We understand that Messrs. Medwin and Hall's portable steam-engine has become so popular amongst mines, that at the present time they have orders to construct 30, to be used for the purpose of winding or pumping.

On Monday, Messrs. Strakers and Lowe commenced sinking a new colliery in the Brancepeth royalty, Durham, which they calculate, when completed, will enable them to increase their make of locomotive coal to 6000 tons weekly.

During the week, shares have changed hands in Alfred Consols, Bedford United, Black Craig, Bryntail, Comford, Cook's Kitchen, Doleoath, Herodsfoot, Lemona, Merllyn, Lewis, South Caradon, South Tamar, West Caradon, West Providence, Wheal Treasury, Wheal Golden, Wheal Margaret, Wheal Mary Ann, Wheal Prudence, Wheal Tremayne, Balnoon Consols, Bell and Lanyrth, Boringdon, Boscean, Bronfloyd, Carvannall, Cubert, Cwmdyle Rock, Eaglebrook, East Crinnis, East Gunnis Lake, East Tamar, East Wheal Margaret, East Wheal Vor, Great Grambler and St. Aubyn, Tincroft, Great Cowareh, Great Crinnis, Great Wheal Alfred, Great Wheal Baddern, Hingston Downs, Kennegy, Lemona Consols, Mill Pool, Molland, North Buller, Okel Tor, Orsedd, Pen-y-Gelli, Polberro, Porkellis United, Rocks and Treverbyn, St. Day United, Tassau, Tees Side, Tincroft and Bosence, Red Dragon, Trebarvah, Trevelyan, Union Tin, West Alfred, West Crinnis, West Wheal Darlington, Wheal Arthur, Wheal Carne, Wheal Crebor, (South Sydenham), Wheal Chiverton, Wheal Crebor, Wheal Cupid, Wheal Jewell, Wheal Lemon, Wheal Prockter, Wheal Speedwell, Wheal Treasury, Wheal Vor, Wheal Zion, Yeoland Consols, Britannia (Devon), East Caradon, Great Sheepsols, Hill Bridge Consols, Sourton Consols, Wheal Edward, Wheal Samson, the General Mining Company for Ireland, Kenmare, Lackamore, Mining Co. of Ireland, Wicklow, &c. &c.

In Foreign Mines, business has been dull. The fluctuations connected with the West Indies have been very trifling. Metcalfe's have been at ⅛ to ¼, but declined yesterday to ⅛ ⅜, at which prices but few shares hands; Jamaica, ⅜ to ⅝; Port Royal, ⅛ to ⅜; Sue River, ⅛ dis. to par; London, par to ⅛; Imperial Brazilian opened on Monday at 7⅛ to 7½, and [illegible] that price on Tuesday, but finally closed at 6¾ to 6¾; business was done in St. del Rey yesterday at 39, being an improvement of 3 on last week's quotation [illegible] have been as high as 13, but closed at 11½ 12; Cobre, 45; and Mexican and American, 7¾.

At the Agua Fria Gold Mining Company meeting, on Wednesday, Professor Ansted in the chair), the accounts showed—Amount received shares, &c., 69,392l. 16s. 4d.; produce of specimens, 611l. 9s. 11d. of gold, 7970l. 10s. 6d.=77,974l. 16s. 9d.—Expenditure to Sept. 18,661l. 11s. 5d.; expenditure in England to Sept. 1853, 2274l. plant, machinery, expenditure in California, including purchase of &c., 33,426l. 3s. 6d.; bills payable, 1045l. 16s.: leaving balance in of company, 23,612l. 18s. 2d. A satisfactory report was read by directors, announcing the safe arrival and erection of the machinery out to the mines. J. Clay, Esq., and T. E. Headlam, Esq., M.P., re-elected directors; and J. P. Judd and E. M. Fenwick, Esqs., A full report of the proceedings, which passed off very satisfactorily, be found in another column.

At the Anglo-Californian Gold Mining Company special meeting, Freemason's Tavern, on Wednesday (Mr. Massey Dawson in the it was unanimously resolved that, according to the determination general meeting of the shareholders held on the 31st Oct., that tal of the company should be further increased by the issue of ditional shares at par; such shares to be offered, in the first in the holders of original shares. In order to meet the convenience shareholders, it was resolved that the 10s. per share should be p

instalments,—viz. 5s. per share on or before the 26th inst., and the remaining 5s. per share on or before the 10th of January. According to the assay of Messrs. Johnson and Matthey, the result of the samples sent from Brown's Valley, picked indiscriminately from the lode, gave 9 ozs. 16 dwts. 16 grs. of fine gold to the ton of quartz, which would, in effect, show a value of 36*l.* per ton of quartz.

At the Great Nugget Vein Gold Mining Company meeting, held at Sydney, on the 18th July last (Mr. T. Holt, jun., in the chair), the directors stated in their report, that it was not deemed advisable to enter upon mining operations in other districts, until the success of the works at Louisa Creek is established. It was accordingly proposed to return at once 50 per cent. of capital upon all paid-up shares, which will then become 1*l.* shares, upon which it was announced that a dividend of 2s. each would be paid; and upon the shares which have only been paid up to the extent of 10s. each, a dividend of 1s. This, it was stated, would leave a con-iderable balance in hand, but which it was considered absolutely necessary to hold for the present; but should circumstances not call for the entire investment ultimately, the directors state that a further return will be made to the proprietors, with proportionate dividends. Mr. Duncan Dunbar has since received instructions from the directors to carry their proposition into effect. It appears to us, however, that the resolution is by no means calculated to afford general satisfaction, and a question may arise as to its legality. If the holders of the 10s. shares are entitled to 10 per cent., those who have invested four times that amount of capital surely have a claim to a dividend in proportion to their outlay, which would clearly entitle them to 4s. per share, instead of the amount proposed. We see no reason to doubt the integrity of the directors, but we cannot regard their resolution otherwise than very extraordinary. The report also states, that every step taken to advance the interests of the company has proved highly successful.

The Linares Mining Company have advices to the 29th Oct. The 65 end, west of engine-shaft, had been extended 4 varas 2 ft.; the lode worth 3 tons of ore per fm. The 55 end, west of Casualidad winze, had been extended 2 varas 1 ft. 3 in., and on the south course 3 varas 1 ft. 6 in. The sumpmen were progressing favourably with cutting the plat, and the dividing and casing the shaft was nearly completed to the 75. The tribute department was looking well, and the greater part of the pitches were taken at a moderate tribute. Ore weighed in, 60 tons 15 cwts.

The St. John del Rey Mining Association have advices to the 19th of Sept. The produce for Aug. was 34,300 oits. Stamps working during the month average 132·61 heads. The supply of stone had been sufficient for the requirements. Cost for August, Rs. 59,960 237, at 29¼d. = 7307*l.* 13s. 1d.—Produce, 34,300 oits. (less duty, 1715 oits.) = 32,585 oits., at 7s 8d. = 12,490*l.* 18s. 4d.: leaving a nett profit of 5183*l.* 5s. 3d. Gold extracted to date, 9589 oits., from 518·95 cubic feet of sand, result of 11 days' stamping, yielding 19·05 oits. per cubic foot. This is considered but a poor produce, and is partly attributable to the falling off in the supplies of water, and the consequent diminution in the quantity of stone stamped.

The Cologne Mining Company have advices to the 5th inst. At Fahrenberg, they have got to the adit level at the Emma shaft; the stopes in the back still continued to produce good lead. At Mellerschade, the lode in the winze sinking below the adit level is about 2 ft. wide, very regular, composed of spar, killas, and stones of good copper ore. At Vahlberg, the lode in the level driving north is still large, composed of white and brown iron, with quartz. They are driving a cross-cut towards the Voightskaub lode, which is said to be from 4 to 6 fms. before them.

The Gladbach Zinc Company have received a report for the month of October. They have been breaking calamine the last fortnight, which far exceeded their expectations, having raised 3000 tons within that time. At Maria, they have brought to surface 2070 tons, a great part of very good quality. At New Hope, from the 18th to the 31st Oct., they brought to surface full 800 tons of calamine.

The Grand Duchy of Baden Chartered Mines have received the following report from the manager, dated Freiburg, Nov. 5:—"I was at the Munsterthal yesterday. Our dressing-floors are progressing rapidly, and we have put up a temporary picking-table on the Wilhelm's level, so that our crushers receive the stuff in a much cleaner state than formerly. Now that the water is on the Wilhelmshalde, the dressing has been improved, both as regards time and labour. We have still much to do before all is complete. There is no material change underground, but I am happy to inform you that we have discovered more of the "Rothgultigerz" in the rise in the back of Wilhelm's level. I look on this as most important; the point at which we now have it being so much deeper than the winze in Trudpert's level, where we first made the discovery. We have now finished our eighth campaign, which produced 270 cwts. of litharge and 201 marks of fine silver, worth about 8000 fr."

The Metcalfe Mining Company of Jamaica have called a special meeting of the shareholders on the 17th inst., for the purpose of receiving a report from Capt. Henry Climes. There is no doubt the proceedings will be looked to with great interest, the reports being rumoured to be of a very unfavourable character. We have received many private communications confirming the unsatisfactory state of the mines. A short time back the shares of this company, upon which only 1*l.* was paid, were quoted at about 17*l.* prem.; they have now dwindled down to ¼ and ⅛, and a charge has been made that a favoured few have been allowed to see the reports, whilst from some frivolous excuse the majority of the shareholders have been denied that privilege. As the directors include gentlemen of very high standing in the City of London, it is to be hoped this unsatisfactory state of affairs will be put an end to, and that at the forthcoming meeting every information will be afforded to the shareholders, it being far better to wind-up the concern at once in an honourable manner, and divide the amount in hand, than carry it on without the slightest prospect of success, and fritter away the balance of the capital subscribed. It is not surprising, under the circumstances, that the shareholders have been loud in their complaints: it will ever be so where the affairs of a company are wrapped up in mystery. When this company was ushered into notice, it was stated in the most positive and glowing terms that a lode of immense magnitude and richness existed in the Job's Hill estate, and what has been the result? Why, if we are rightly informed (and we have no reason to doubt our authority) the only indications that ever existed were at surface. Surely, when we are told that a mining captain of great practical experience has made discoveries of such a nature as those which but a few months since were promulgated by this company, and in which the most implicit confidence of the public was placed, there is great reason to be dissatisfied with the miserable position which the affairs of this "promising" company now assume. We wish not to prejudge the intentions of any public body, but we cannot help feeling that there must have been, to use the mildest term, an utter want of perception on the part of those who have the management of the undertaking and the control of the funds subscribed, and whose duty it is to watch and protect the interest of those who confided in them. It is otherwise difficult to reconcile the reports made nine months since, and the statements which have recently caused so much anxiety in the public mind.

The Agua Fria Gold Mining Company have received a report from Mr. Melville Attwood, their mining engineer, dated Sept. 29, in which he states that three shafts had been sunk on Gold Hill; one 75 ft. deep, the other two 60 ft. each. Three levels had been driven to intersect the east and west vein from the adit, and they had a breastwork of 200 ft. of the vein, varying in thicknes from 1 to 2 ft. Some portions of it were exceedingly rich, and it improved as they advanced to the westward. They were approaching the ground from where the Gold Hill Company obtained their richest veinstone in 1851, but which they could not continue to work in consequence of the water: 10 cwt. from the richest part of the vein, which they had crushed, produced, after washing in a very rough manner, 6¼ ozs. of gold, or at the rate of $181 per ton of veinstone. The returns up to the 12th Aug. were 2440¼ ozs. of gold. They had a stock of upwards of 1000 tons of ore at the mill. The large engine and two pair of crushers were finished, and the trial they had made with them had been very satisfactory. Mr. Attwood adds, that he sees no reason to alter the opinion expressed in his letter to Mr. Hepburn of the 26th Feb., which was that when the large crushers were at work, they might calculate on obtaining 120 to 150 ozs. of gold per day.

The Anglo-Californian Gold Mining Company have received advices to the end of Sept. The work of erecting the machinery was in a forward state. The boiler and cylinder were in their places, and the crushing machinery put together. The fears entertained by some of the shareholders as to the works being stopped for want of funds are dissipated by these advices, which show that the resident directors have funds sufficient to complete the works, and commence crushing without delay.

The Nouveau Monde Gold Company have received advices from their superintendent in California, dated Mount Ophir, Sept. 26, accompanied by the usual monthly mining report, showing the progress made at the different setts in August. At the reduction works the conical arrastra continued to work well, also the tina. The Chilian mill was nearly completed, and the castings for two more arrastras were on the road to the mines.

The Quartz Rock Mariposa Gold Company have received advices from their agents in California, dated the 30th Sept., stating that the prospects of the company are satisfactory, from the forward state of the works, the extensive development of the mines, and the good quality of the several veins. The steam-engine of 60-horse power was then set up, the amalgamators in course of fixing, and the entire machinery would be in full operation by the first week of November, and the result of the first crushings would be sent to England before Christmas. The detailed quarterly report on the mines to the 30th Sept., will be received by next mail.

The Liguanea and General Mining Company of Jamaica have convened a meeting for the 21st inst., for the purpose of raising 2s. per share, to enable the directors to carry on the affairs of the company, and test the River-Head Mine. It is also intended to submit certain new rules for the consideration of the shareholders.

The Australian Agricultural Company have convened a meeting for the 18th instant, for the purpose of electing a governor, deputy-governor, director, and auditor, consequent on the decease of the late governor, J. S. Brownrigg, Esq. The candidates at present in the field are—J. H. Ravenshaw, Esq., now deputy-governor, for the office of governor; C. D. Bruce, Esq., director, for deputy-governor; Dudley Coutts Marjoribanks, Esq., M.P., at present auditor, for the office of director; and Lieutenant-Colonel Brownrigg for auditor.

The Ulster Lead Mining Company (Ellenville, U. S.), have received a report from their treasurer, Mr. T. H. Butterworth, dated Oct. 15. The management of the property at Ellenville is under the direction of Capt. R. H. Rickard, a practical miner from Cornwall, who, from the commencement of the company's operations predicted great results. The extent of the main drift on the course of the vein is 173 feet. With the exception of 37 feet, the whole of this distance had been driven on a vein of pure lead ore, varying from 4 in. to 6 ft. in thickness, and from the commencement of the adit level to the present time they have had a constant and regular improvement in the vein, which was all solid lead ore, galena, without any refuse: 42 ft. from the top of the engine-shaft is a large cavern, in one part of which the vein was 5 feet in thickness, pure yellow sulphuret of copper. In one end of the cavern there was a vein of pure galena, over 4 ft. in thickness. The lead ore developed was not less than 2000 tons, and Capt. Rickard stated in his report of the 23d June, that he was perfectly certain there was an immense amount of copper ore. In a subsequent report, dated Sept. 13, he stated that he believed the Ulster to be the richest mine that had ever been opened in the United States; and on the 19th Sept., that he would be ready to make a shipment of 75 to 100 tons of copper ore in the latter part of Oct. or the 1st of Nov. At a later period he writes, that he is fully satisfied the cavern extends several hundred feet, and that the deeper they got down the richer the mine grew. The shipments have been as follows:—

June	lbs. 43,835	$ 2410 10
July	54,779	2840 80
August	75,370	4052 87
September	132,228	7895 25

The estimates for Oct. were:—Pig-lead, $ 6000; copper ore $10,000. The company owe no debts of any sort, with the exception of a mortage of $ 2500, for which the holder will not receive payment. A handsome dividend will be declared in February.

In Iron and Coal Companies, during the week, business has been done at the following prices:—Rhymney Iron, 29½, 30, which rates are an improvement upon those of last week; British Iron, 8½; Blaenavon Iron and Coal, 12; New South Wales Coal, ¾ to ⅞ dis.; Mount Carbon Coal, ⅞ to ¾ dis.; Australasian Coal, ⅝ to ⅞ dis.

The gold mining share market this week has been very quiet; prices on the whole have been fairly supported, but the dealings have not been sufficiently extensive to give a decided character to the market. The exception has been Agua Fria shares, which have been in increased demand, owing to favourable advices; from the reports published to day, Anglo-Californian have likewise been enquired for. The accounts from California state that the mines there are progressing, and before Christmas it is anticipated that some actual results will come to hand. The quartz mines in Grass Valley were paying better at the last advices than at any previous period; rich and valuable discoveries had also been made on Lake Valley. On Monday, although there was little activity in the market, Ave Maria shares were flatter, while the quotations for Liberty was ⅜ dis.; and Waller's, ½ dis. On Tuesday, Colonial Gold were quoted at 7-16 to 9-16 prem.; Great Nugget, ⅛ to ¼ prem.; Nouveau Monde, ¾ to ⅞ prem. On Wednesday, little business was done in gold mining shares; Lake Bathurst shares were dealt in at 5s. and 7s. 6d. per share, although there were 1*l.* paid. After the meeting of the Agua Fria, there was a slight improvement in those shares, but this has not been continued; this market, it is expected, will not assume a character of firmness until some decided results arrive from the scene of operations. The only arrival of gold this week has been the *American Lass*, with 600 ozs., of the value of 2400*l.* The transactions on the Stock Exchange will be found in the usual place. The non-official are, London and Virginia gold, ⅛ dis. to ¼ prem.; L'Aigle d'Or, ⅜ to ⅝ dis.; Garnett and Moseley, 1 to ⅛ prem.; Australian Mutual, ⅝ to ¾ dis.; Australian Consols, ⅝ to ¾ dis.; Chartered Australian, ⅞ to 1 dis.; Albion Gold, ⅞ to ¾ dis.; Lewis Hill Range, ⅞ to ¾ dis.; Melbourne Gold, ⅞ to ¾ dis.; Golden Mountain, ¾ to ⅞ dis.

In Miscellaneous Shares, prices have been maintained. Australian Agricultural, 43 to 43¼, closing yesterday at 42; Crystal Palace, 6¼ to 6; Peel River, 5¼ to 5⅝; Scottish Australian Investment, 2⅜ to 2½; South Australian Land, 37; British American Land, 62; Van Diemen's Land, 15½; Netherlands Land, 3—business has been done during the week at these quotations, with very slight fluctuations. Bank shares have shown an upward tendency, and changed hands yesterday at the following improved prices:—Australasia, 77 to 76½; Chartered Bank of Asia, 3⅜; London Chartered Bank of Australia, 15⅜; London and Westminster, 35; Oriental Bank Corporation, 48½; Union of Australia, 74½; Union of London, 19¼.

The contemplated reduction of the duty on iron in Germany is not, it appears, to be carried out—the proposals of Prussia to that effect having been rejected by the Zollverein by a majority of two-thirds of the votes.

Mr. Calvert's report on Berdan's Crushing Machine, in another column, will be read with much interest. The results obtained, and the facts adduced, must cause enquiry, and enforce serious attention on the part of all interested in properties where this useful invention can be apparently so advantageously employed.

The Clarendon Consolidated Mining Company of Jamaica have announced that sealed certificates will be issued, in exchange for the banker's receipts, on and after Friday next.

The San Fernando Silver-Lead Mining and Smelting Company have given notice that no applications for shares will be received after Thursday next.

A general meeting of the European and American Electric Printing Telegraph Company is announced for the 22d inst., for the election of two auditors, and to alter the day of holding the annual general meeting from the month of Feb. to December.

An extraordinary general meeting of the Falkland Islands Company is convened for the 24th inst., for raising a loan and electing a new director.

In the Bankruptcy Court, yesterday, there was a dividend meeting in the case of G. Hennett, railway contractor, shipowner, engineer, &c., Duke-street, Westminster, Bristol, Bridgewater, Plymouth, and Teignmouth, when proofs to the amount of 130,000*l.* were made upon the estate; the whole amount of debts proved is now about 200,000*l.* A dividend (the first) of 2s. 6d. in the pound will be payable in a few days.

In the Stannaries Court, at Truro, on the 5th inst., in Noell *v.* Herron, a motion was granted for a decree *pro confesso* for payment of 144*l.* 19s. 5d. calls due on Trannack and Bosence Mines. A similar motion was granted against the same defendant for 75*l.* 12s. 3d. due on Great Wheal Alfred shares. In Pike *v.* Watson and another, of Calvadnack Mine, service of a purser's petition was allowed on the mine in lieu of personal service. In Pike *v.* Wood a similar order was made; in Ley and others *v.* Carthew, of Hewas Consols, a petition had been presented to recover from the defendant upwards of 2000*l.*, and the application was from Mr. Colliver to have his name struck out as one of the plaintiffs; but he having had notice of the resolution of the adventurers, the Court refused to strike out his name, but directed the plaintiffs to indemnify him against all costs. In Arnall *v.* Mayne and Truscott, the action was brought for the resovery of the value of a cargo of timber, a great portion of which was stated to have been returned. The case, from the contradictory evidence, lasted some hours, and terminated in a verdict for the plaintiff for 44*l.* 15s. 8d.

London and Westminster Subterranean Railway.—A company has just started, having for its object the construction of a new subterranean line of railway from Leicester-square to the Bricklayers' Arms station of the South-Eastern Railway. It is proposed that the line should pass under the Thames between Hungerford and Waterloo bridges, proceeding thence, by way of the New Cut, St. George's Circus, and the London-road, to the Old Kent-road.

Geological Society.—Papers to be read Nov. 17:—1. Mr. Trimmer. The Superficial Deposits of the Isle of Wight.—2. The Rev. Prof. Sedgwick. Further Remarks on the Geology of parts of Wales.

Australian Figures.—In August last the population of the province of Victoria in Australia was 250,000. About 100,000 were at the gold diggings. The yield of gold for the previous month was estimated at 170,000 ozs. The population of Victoria was increasing from emigration at the rate of about 8000 persons a month. From Custom-house returns it was ascertained that 3½ gallons of spirits, 2½ gallons of wine, 14 lbs. tea, 8 lbs. of coffee, and 3¾ lbs. of tobacco, must be considered to be consumed annually in Victoria by every one of the population. At Melbourne the arrival of foreign vessels averaged about 100 a month.

HULL, Nov. 10.—Our correspondents (Messrs. T. W. Flint and Co.) state that there has not been much life in their market, and transactions have been less numerous. Tremayne has been enquired for, but there are no sellers at the present low prices. When some of the new mines become more developed, they look for a larger amount of business passing.

STANNARIES OF CORNWALL.—It appearing to me, on auditing the account of the Registrar of the Court of the Vice-Warden of the Stannaries of Cornwall, that there remains a general balance in his hands sufficient to meet all payments authorised to be made thereout for the half-year next ensuing the 29th day of September last: I hereby give notice thereof, and that, during such half-year, no Assessment will be made or become payable in respect of the One Farthing in the Pound sterling on the value of all Metals and Metallic Minerals, by virtue of the provisions contained in the several statutes in that behalf. I also give notice that the managers of every mine within the said Stannaries are nevertheless required to make their usual returns to the said Registrar, as if such assessments were still payable.
Truro, November 9, 1853. EDWARD SMIRKE, V.W.

Transactions on the Stock Exchange.

Shares.	*Paid.*	*Last Prices.*	*Business Done.*
100000 Agua Fria	1	⅜ to ⅝ pm.	1⅝ ⅜
30000 Anglo-Australian Gold	1	⅛ dis.—par	—
100000 Anglo-Californian	⅛	⅛ dis.—par	—
10000 Australasian	2	1¼ — ⅜ dis.	—
19000 Australian	5	2¾ — 3¼	3¼
60000 Australian Cordillera	1	⅛ — ¼ dis.	⅛
100000 Australian Freehold	1	⅛ — ⅛ dis.	—
50000 Ave Maria	1	⅛ — ⅜ dis.	—
72000 Baden, Grand Duchy of	1	⅜ — ½ dis.	⅜ ⅜
100000 British Australian Gold	1	⅜ — ½ dis.	⅜
210000 Carsons Creek	⅛	¼ dis.—par	—
100000 Colonial Gold	1	⅜ — ⅝ pm.	1⅛
350000 Copper Miners of England	Stock	55 — 65	58
8000 Ditto, Preference	25	30 — 32	31
70000 English and Australian Copper	5	2½ — 3	2⅝ ⅜
100000 Great Nugget Vein	2	par — ¼ pm.	3½
20000 General	20	14 — 10	14½ 15 14⅜
100000 Lake Bathurst	1	⅜ — ½ dis.	⅜ ⅜
60000 Liberty	1	⅜ — ¼ dis.	—
50000 London and Calif. Gold Quartz	1	⅜ — ⅝	—
100000 Mariquita	1	⅛ dis.—par	⅜
20000 Mexican and South American	9	7 — 7½	⅜
60000 New Granada	1	¼ dis.—par	⅜
200000 Nouveau Monde	1	⅛ — ⅛ pm.	1⅜
100000 Port Philip	1	⅛ — ¼ dis.	1⅜
60000 Quartz Rock	1	⅛ dis.—par	1
50300 South Australian	1	— —	⅜
70000 Waller	1	⅜ — ⅝ dis.	⅜
100000 West Granada	1	⅜ — ⅜ dis.	—
100000 West Mariposa	1	⅛ — ¼ dis.	⅜
100000 Yuba	1	⅛ — ¼ dis.	—

LEAD ORES.

Ticketings for about 100 tons of Foxdale Lead Ore.

Douglas, Isle of Man, November 8.

Sims, Willyams, and Co. (purchasers)	£16 11 6
John Bibby, Sons, and Co.	16 1 6
J. P. Eyton	16 0 6
Newton, Keates, and Co.	15 15 0
Enthoven and Sons	15 2 6
Panther Smelting Company	15 0 0
Walker, Parker, and Co.	14 18 6
Mather and Co.	14 18 0
W. J. Cookson and Co.	14 7 6
Pontifex and Wood	14 0 0
Tamar Smelting Company	13 16 6
Locke, Blackett, and Co.	13 12 6
T. Somers	13 0 0

Ticketings for 50 tons of Lead Ore at Esgair Llee Mine, Nov. 7.

Sims, Willyams, Nevill, and Co. (purchasers)	£15 12 6
Dillwyn and Co.	15 5 6
Panther Company	14 16 6
Newton, Keates, and Co.	14 13 0
Walker, Parker, and Co.	14 5 0
R. Michell and Son	13 10 0

Ticketing at the White Horse Hotel, Holywell, Nov. 10.

Mines.	Tons.	Price per ton.	Purchasers.
Maesyrerwddu	87	£15 2 6	Mather and Co.
ditto	13	15 13 0	Newton, Keates, & Co.
ditto	12	14 18 6	ditto
Coetia Llys	23	15 15 0	ditto
Deep Level	60	14 2 6	ditto
Merllyn	12	11 15 6	Mather and Co.
Talacre	20	14 10 6	Newton, Keates, & Co.
Holywell Level	31	15 6 6	Mather and Co.
Milwr	5	13 17 6	Newton, Keates, & Co.
Plantation	25	14 4 6	ditto
Ty-Maen	5	14 12 6	ditto
Llanyrchyraur	38	14 3 0	ditto
Bwlchgwyn	20	14 6 6	Mather and Co.

BLACK TIN.

Sold at the Mine, on the 4th November.

Mines.	Tons c. q. lbs.	Price.	Amount.	Purchasers.
Great Beam	1 19 2 3	£38 0 0	£ 173 18	4—Higher Blowing.
ditto	1 14 2 25	78 7 6	136 1 5	5— ditto
ditto	0 1 0 17	74 0 0	4 5 3	— ditto
ditto	0 9 2 12	70 0 0	33 12 6	6— ditto
ditto	0 3 0 27	65 10 0	10 12 3	— ditto
ditto	1 8 2 2	88 0 0	125 9 6	6—New Blowing.
ditto	2 5 3 22	78 7 6	180 1 0	0— ditto
Bosorn	1 5 2 16	76 10 0	98 1 6	6—Bolitho & Sons.

Sold on the Mine.

Yeoland Consols	7 0 0 0	£72 12 6	£ 508 7 6—Union Company.
West Wh. Towan	9 0 0 0	76 5 0	686 5 0—Enthoven & Co.
ditto	1 5 0 0	73 15 0	92 4 0— ditto
ditto	1 0 0 0	71 0 0	71 0 0—Williams & Co.

COPPER ORES.

Sampled October 19, and sold at Swansea November 8, 1853.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cobre	106	13¼	£13 17 0	German	60	4¾	£4 17 6
ditto	101	13¾	14 6 0	ditto	55	4½	3 16 6
ditto	87	13⅝	13 11 6	Algiers	57	9½	10 6 0
ditto	74	13	13 11 6	ditto	47	9½	10 4 6
ditto	100	13¾	13 14 6	Waterloo Slag	74	3¾	3 3 0
ditto	96	14¾	14 18 6	ditto	17	7¾	7 18 0
Berehaven	116	9¾	10 8 6	ditto	7	12¾	12 16 0
ditto	112	10	10 11 6	ditto	3	5½	5 12 0
Copiapo	60	21½	23 18 0	Ballymurtagh	52	4¾	4 5 6
ditto	59	21¾	23 15 0	ditto	40	2¾	2 10 0
ditto	35	21¾	23 16 0	French Slag	45	10¾	10 16 0
Burra Burra	72	13¾	14 13 6	ditto	5	10¾	10 6 6
ditto	37	15¾	16 16 0	Australian	15	12¾	13 18 0
ditto	30	15	16 8 0				

TOTAL PRODUCE.

Cobre	564	£7903	5 6	Algiers	104	£1067	13 6
Berehaven	228	2393	14 0	Waterloo Slag	101	473	19 0
Copiapo	154	3668	5 0	Ballymurtagh	92	322	6 0
Burra Burra	139	2170	4 0	French Slag	50	537	12 0
German	115	502	17 6	Australian	15	208	10 6

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Freeman and Co.	328	£2378 13 6
Grenfell and Sons	245	2853 0 0
Sims, Willyams, Nevill, and Co.	203	2894 18 0
Vivian and Sons	236	4990 7 0
Williams, Foster, and Co.	550	6131 8 6
Total tons	1562	£19,248 7 0

Copper ores for sale November 22.—Cobre 102, 99, 80, 10, 91, 90, 81, 78, 58, 56, 54, 12—Montreal 60, 42, 50, 44—New Zealand 86—Berehaven 75—London 31, 15—Landore 6—Glasgow 4, 1—Greenland 5, 2.—Total, 1232 tons.

AVERAGES.

	Produce.	Price.	Standard.
British	7 5-16	£7 11 6	£134 2 0
Foreign	13¼	14 1 6	124 6 6
Sale	11 9-16	£12 6 6	£126 0 0

Totals—British, 421; Foreign, 1141 = 1562 tons (21-cwts.)

AVERAGES OF LAST SALE.

	Produce.	Price.	Standard.
British	11 9-16	£11 18 6	£122 7 6
Foreign	18½	19 4 6	116 0 6
Sale	15⅞	£16 9 9	£117 15 6

Totals—British, 729; Foreign, 1202 = 1931 tons (21-cwts.)

COPPER ORES.

Sampled October 26, and sold at Andrew's Hotel, Redruth, November 10.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Wheal Buller	135	£7 3 6	West Wheal Seton	96	£2 1 0
ditto	125	5 15 0	ditto	75	8 7 6
ditto	123	11 0 6	ditto	28	17 1 6
ditto	115	5 19 0	Halamanning, &c.	74	5 19 6
ditto	114	7 11 6	ditto	60	8 7 6
ditto	108	5 12 6	ditto	13	1 14 6
ditto	107	5 9 6	ditto	9	3 18 0
ditto	106	5 10 6	ditto	5	9 6 0
ditto	104	4 15 6	ditto	4	23 11 6
ditto	91	6 1 6	Great Wheal Alfred	71	5 18 6
ditto	88	5 13 0	ditto	29	9 0 6
ditto	47	3 15 6	ditto	22	3 8 6
Carn Brea	92	6 1 6	ditto	19	8 15 6
ditto	78	5 6 0	Pembroke & E. Crinnis	82	5 12 6
ditto	74	15 8 6	ditto	31	10 18 6
ditto	69	6 13 6	ditto	17	2 2 6
ditto	65	3 12 6	Par Consols	67	13 4 6
ditto	56	3 19 0	ditto	54	6 14 6
ditto	55	10 13 6	South Crenver	54	3 18 0
ditto	54	4 12 6	ditto	38	3 15 0
ditto	46	5 9 0	ditto	26	3 11 0
ditto	31	4 0 6	Botallack	85	11 7 6
Alfred Consols	89	9 15 6	West Alfred Consols	34	5 4 0
ditto	78	11 1 0	ditto	27	5 4 0
ditto	46	19 6 0	ditto	19	2 1 6
ditto	44	19 6 0	West Wheal Alfred	72	4 17 0
ditto	40	3 10 6	Wheal Trefusis	45	9 10 6
ditto	30	7 4 6	Camborne Consols	26	14 8 0
ditto	10	26 6 0	ditto	5	4 8 0
Levant	67	6 15 0	Trezise's Ore	27	1 11 0
ditto	65	1 17 6	ditto	1	45 2 6
ditto	60	1 19 6	Clijah & Wentworth	17	6 3 0
ditto	42	10 18 0	ditto	10	9 11 0
North Basset	77	4 1 6	Sidney Godolphin	16	7 2 0
ditto	61	8 5 6	Wheal Squire	12	6 18 6
ditto	38	5 17 6	Wheal Abraham	6	0 16 6
ditto	36	9 11 6	North Wheal Unity	5	13 5 0

TOTAL PRODUCE.

Wheal Buller	1263	£8094	5 6	Botallack	85	£966	17 6
Carn Brea	620	4243	10 0	W. Alfred Cons.	80	356	12 6
Alfred Consols	337	4089	12 6	West Wh. Alfred	72	349	4 0
Levant	234	1150	8 6	Wheal Trefusis	45	428	12 6
North Basset	212	1386	10 0	Camborne Cons.	31	396	8 0
West Wh. Seton	199	1303	0 6	Trezise's Ore	28	86	19 6
Halamanning, &c.	165	1142	19 6	Clijah & Went.	27	200	1 0
Great Wheal Alfred	141	924	9 6	Sidney Godolphin	16	113	12 0
Pemb. & E. Crinnis	130	836	1 0	Wheal Squire	12	83	2 0
Par Consols	121	1249	4 6	Wheal Abraham	6	4	19 0
South Crenver	118	445	8 0	North Wh. Unity	5	66	5 0

Average Standard £143 1 0 | Average Produce 6¾
Average Price per ton £7 1 6
Quantity of Ore 3947 tons | Quantity of Fine Copper, 271 tons 0 cwts.
Amount of Money £27,918 2 6
LAST SALE.—Average Standard £139 3 0.—Average Produce 6¾
Standard of corresponding sale last month, 136*l.* 3s.—Produce 6¾.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	75	£ 628 2 6
Vivian and Sons	410	3202 15 3
Freeman and Co.	383	2168 5 3
Grenfell and Sons	604	4728 0 0
Crown Copper Company	76	606 6 3
Sims, Willyams, Nevill, and Co.	365	2580 13 0
Williams, Foster, and Co.	767	6397 1 0
English and Australian Copper Company	387	2338 6 9
Mason and Elkington	493	3276 4 0
Copper Miners' Company	327	1992 8 6
Total	3947	£27,918 2 6

Copper ores for sale on Thursday next, at the Royal Hotel, Truro.—Mines and Parcels—Devon Great Consols 1870—Phœnix Mines 475—West Caradon 283—St. Day United Mines 195—Fowey Consols 181—Wheal Friendship 162—Wheal Bedford 158—Hingston Down 150—Wheal Franco 110—East Crowndale 67—East Wheal George 32—Devon and Courtenay 29—Hawkmoor 25—Tywarnhaile 18—Clitter's Mine 17—North Wh. Buller 17—Wh. Carpenter, 16—Wh. Cupid 11—Goyen's Ore 2—Total, 3818 tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—United Mines 601—Perran St. George 441—Consols 337—South Caradon 235—Treviskey 182—South Tolgus 165—Par Consols 114—South Crinnis 80—Wheal Clifford 73—Trethellan 58—Great Wheal Leisure 53—Perran United Mines 39—Wh. Ellen 30—Wheal Kitty 15—Wheal Prudence 14—Wheal Freedom 14—Wheal Henry 6—Gill's Ores 5—Bissow Mining and Smelting Company's Regulus 4.—Total, 2464 tons.

In Mr. Muntz's advertisement, the price of his Patent Solid Brass Tubes should be 12d. per lb., instead of 11¼d.

Notices to Correspondents.

THE COPPER TRADE.—SIR: "Z." (of Birmingham) does not work out correctly the rule he has himself laid down for calculating the average standard—having the per centage of metal in the ore, and the price per ton given: thus, in the average given on the 1st Oct., it requires 15 tons and a fraction of ore, at 6¾, to make 1 ton of copper. If he will multiply the price per ton 6*l*. 2*s*. 6*d*., and the returning charge of 5*s*. by this quantity of ore, he will find the result to be correct—that is, he will arrive at the *nominal* standard; the *actual* standard is a very different affair.—THOMAS IRVING HILL: 5, *Gray's Inn-square, Nov.* 10.

COPPER SMELTING.—Sir: From time to time we have heard of the enormous difficulties attending copper smelting, the vast capital required, and the inability of finding a market for the produce; notwithstanding this, I find reported in your last Journal that the Alten Mining Association, which has smelted some 2000 tons of ore last year, is enabled to declare a dividend to its shareholders of 15*s*., or 5 per cent. on the capital subscribed. When we look at the report of this company, we find how much of the capital has been necessarily laid out in unproductive labour, colonization, &c.; yet, in spite of all these drawbacks, not considering the value of their plant, through good management they find themselves in a position in two years to pay their shareholders 25*s*. They obtain their coals from Sunderland, Newcastle, and a great portion of their materials from Swansea and London; yet, with all this freight and extra charges, they show a profit. If they can do so, situated, as they are, at 70° north latitude and 28° east longitude, what must be the profits at Swansea?—VERBUM SAT: *Birmingham, Nov.* 9.

"F. G. S." (Truro).—The Government Schools of Mining in Prussia, Norway, Hanover, and Saxony, are principally supported by endowments from the State, although the students at the same time have to pay a small stipend to the teachers.

THE PATENT CYLINDRICAL DRUM PROPELLER.—We understand this newly-suggested principle is struggling with the difficulties which too frequently attend new contrivances, and that the patentee, after having made an experiment with a diminutive vessel, put in motion by clock-work, being unable to try it on a large scale, has sought in vain for extraneous assistance. We willingly express our desire of seeing it taken up by some wealthy party, because, in a country like this, where every attempt to improve the steam navigation is patronised and encouraged with so lavish an expenditure of money, and when the amount of lives and interests that are at stake in it becomes daily more immense, a thorough investigation is imperative, inasmuch as a fair trial of such a simple propeller as this would be made at a trifling cost, by planking over the paddle-wheels themselves, so as to convert them into water-tight barrels. On our part, we will receive and transmit to the patentee such communications addressed to our office as may tend to such a desirable intent.

"T. C. S." (Baker-street).—The Anglo-Australian Mining Company dispatched their staff, under the direction of Capt. Bell, early in March. Advices have been received that, in June, he had arrived at the Cape of Good Hope, and further intended, without delay, to start for the scene of operations.

GREAT ONSLOW CONSOLIDATED MINES.—We are in possession of statements from parties who have embarked capital in this property. If what they aver be true, a system of gross mismanagement, to say the least, has been pursued. We will not characterise it by any harsher names; but had it been an individual transaction instead of that of a company, some further notice would have been taken of it in a court of law, whether criminal or civil is not for us to decide. Dividends have been paid out of capital, and reports that had no foundation in truth promulgated; yet after these exposures, we are asked, why is mining in bad odour?

"A Shareholder" (Lincoln).—The merits of the different quartz crushing machines, as well as the problem whether quartz is supposed to contain gold, will now be soon practically tested. We admit, with our correspondent, that it is high time this question should be settled.

"Tyro" (Liverpool).—The refinery slags generally contain about 75 per cent. of copper; these are reduced with the regulus in the white metal furnace.

THE BRITISH MINING STOCK EXCHANGE.—SIR: In your Journal of the 1st October I read a report of a preliminary meeting, held at the Bull Hotel, Bishopsgate, on the preceding Thursday, for the purpose of taking into consideration the necessary steps for carrying the above important object into effect. Mr. W. Lemon Oliver detailed with much force, and deplored with equal candour, the condition of the mining interest. His views were responded to by several of the leading mining brokers and agents in the City, and the general impression was that the thing would be established in the course of a few weeks. It was said that a committee had been appointed to select suitable premises, and that rules would be forthwith prepared and submitted for approval to a general meeting. As I am anxious to know what is really going on, and what has been done in the matter, and have no other means of obtaining information except through the medium of your columns, I should be exceedingly obliged to any gentleman who has an interest in the formation of the Exchange, by his stating if any and what progress has been made.—A SUBSCRIBER.

"J. W." (Clapham).—There have been numerous plans patented for producing malleable iron direct from the ore. Salter's triple furnace, for this purpose, was patented in 1849, and a description will be found in the *Mining Journal*, NOV. 10. 1849.

RAILWAY SADDLE BRAKES.—SIR: As Mr. Hoskings has thought proper to claim priority of inventing my patent railway *saddle* brakes, I respectfully ask how it is that *my* plans have not been applied before, or what was the objection to that gentleman's mode of working his scheme by the railway engineers, and others, before whom it has been submitted these last 10 years? My reasons for asking is, I presume there must be a great difference in our modes of operation: at the same time I admit that the principle might have occurred to many, that to brake on the rails direct, instead of only the wheels, is the most legimate and mechanical way of checking speed, particularly when rendering the driving-wheels powerless at the same time, or even to be made to go reversed, without interfering with the onward checking power of the brakes, all of which my claim embraces. If Mr. Hoskings, or any other claimant, disputes my priority, I freely give up all further progress in my patent, and will also feel thankful for any intimation of similar patents.—G. GOBLE, *7. Trinity-street, Borough.*

"W. C." (Doncaster).—The company for smelting lead ores with pit and sea coal is a close corporation, like that of the Mines Royal Company, and the Mining Company of Scotland, which is attached to the Sun Fire Office. The address of the company, together with the names of the directors, we believe, is generally inserted in the *Red Book*—at least it was some years since.

THE BRITISH AUSTRALIAN GOLD MINING COMPANY.—SIR: The committee of management of this company having observed the publication in your last Journal of a letter signed by Richard Rickard, who left England as the captain of our gang of miners, but who was discharged for neglect of duty, which is calculated to reflect injuriously upon the interests of this company, I am requested to inform you that, in correction of his mis-statements, 10 of our original staff are temporarily lent to parties working a copper mine, and that 24 others were upon the 9th August last steadily and profitably employed at Tambaroura, under the superintendence of Mr. Wyatt, of whose integrity, skill, and perseverance the acting commissioner reports in the highest terms. It is as well to notice that this Mr. Rickard was, by the verdict of a jury in Sydney on the 9th of April, entirely defeated in his attempt to recover damages and arrears of salary.—H. A. DRAKE, Sec.: *Nov.* 7.

"J. K." (Bolton).—The dividend declared on Wheal Trelawny last month was 1*l*. per share.

"W. W." (Hampstead).—The last dividend declared by the Australian Agricultural Company was on 10,000 shares, at 1*l*. 11*s*. 6*d*. per share, from the profits of 1851. The dividend declared in 1852 was 1*l*. 1*s*., on the same number of shares, from the profits of 1850. The next dividend will be on the profits of 1852, and on 20,000 shares, the number having been altered at the last general meeting from 10,000 shares 35*l*. paid, to 20,000 shares 17*l*. 10*s*. paid; consequently the next dividend will be only half the usual amount per share. The apparent delay in declaring the dividends arises from the time occupied in procuring the accounts from Australia to the end of the year, to ascertain the profits from which they are paid.

WHEAL SIDNEY.—SIR: In your Journal of the 29th October is a statement of 91½ tons of tin having been sold. This is incorrect: the quantity was actually sold was—

No. 1.....	11	2	2	0	.....	£76	7	6	..... £849 13 5
No. 2.....	0	6	3	1	.....	53	0	0	..... 17 18 2= £ 867 11 7

—H. E. CROKER, purser: *Plymouth, Nov.* 8.

DEVON CONSOLS NORTH.—SIR: Allow me, through the columns of your valuable Journal, to suggest to the shareholders that as Mr. N. Ennor has visited this mine, they had better accept his offer of a report thereon, and be satisfied that "all is right:" for instance, refer to Hingston Down Consols; the report of such an experienced man is beyond all question.—JOHN NORTHY: *Liskeard, Nov.* 8.

"A Country Shareholder in the Pembroke and East Crinnis Mines" is informed that we were unable to supply the usual report of the meeting through the exclusion of the press, arising, we believe, from the dissension amongst the committee of management and London shareholders. The course pursued by the committee appears fraught with suspicion, particularly in such a large concern as the Pembroke and East Crinnis Company. We can assure our correspondent that we are at all times anxious to give the fullest reports our space will admit of such important undertakings, and which, we think, the shareholders have an undoubted right to expect.

"One Bitten."—Although Viscount Drumlanrig was stated to be the chairman of the company, we are assured he never attended any of the board meetings; it is only to be regretted that when he saw his name advertised, he did not publicly repudiate any connection with the company.

"Mineralogist" (Camborne).—Siliciferous oxide of manganese occurs massive, of a pale red rose colour. The fracture is even, or flat conchoidal; it is translucent on the edges, and is very hard; the lustre is intermediate between pearly and resinous. Alone, before the blow-pipe, on charcoal, it becomes dark brown, and fuses into a reddish brown or black globule. With borax, it forms a violet coloured glass; reduced to powder, and treated with muriatic acid, it is partly dissolved, the insoluble remainder assuming a white colour. It occurs at Hamburgh, New Jersey, with magnetic iron and garnet; at Langbansbytten, in Wermeland, Sweden, in beds of iron ore; at Ekatherineburg, in Siberia; at Elbingerode, in the Hartz; in Devonshire, on Black Down, near Tavistock, associated with grey oxide of manganese; and in Cornwall, near Callington, in a manganese quarry. It is cut and polished by the lapidary, and employed for inlaid work.

"Fair Play" (Dundee).—The statement of the management of the Mizen-Head Mining Company does not appear extravagant, and the accounts are, we judge, within compass; there must always be certain preliminary expenses, which give no returns, in the formation of every company. With so little capital it may be objected to, that the directors, Colonel Chatterton, Messrs. Cecil Lawless, Jas. Brown, Anthony Perrier, John Francis Maguire, Henry Larchin, and Henry Straube, received each 400 shares, 300 paid up, and with the option of returning the other 100, or paying the calls on them. While the present system of mining exists, this will always be the case; brokerage, and other expenses, will accrue. This may appear extravagant to those who do not know the working of companies; but if all associations were formed, as it is desirable they should be, on a solid basis, there would be but few companies in existence. Those who lend their names, and devote their time for a purpose to benefit the public, must receive a *quid pro quo* in some shape or other.

IRISH CONSOLS MINING COMPANY.—Mr. C. H. Stephens candidly states in his report he cannot give any opinion, either as a mineralogist or miner; we, therefore, agree with our correspondent, that no particular benefit could result from his visit. He may, as our correspondent admits, be very eminent as a stockbroker, but this does not constitute him a miner; these things, however, are constantly occurring. Although the discretion of the directors may be blamed for sending Mr. Stephens to inspect, if he received any remuneration, yet it must be admitted the reports of two such practical men as Captains Henry Thomas and Matthew Francis deserve all credence, and tend to show the promising condition of the property. Our correspondent calls especially for the publication in the *Mining Journal* of the detailed reports for the purpose of future reference; this also, we may add, has been suggested by other writers.

LAKE SUPERIOR MINING COMPANY.—SIR: Will you allow me, through your Journal, to correct some inaccuracies in a statement respecting the affairs of this company from Mr. John William Ryan, of Dublin. First, that there was "three months' delay" in furnishing my report of the company's mines: in regard to which I think it sufficient to state, that the instructions from the directors to examine and report were received by me in the Lake Superior region on the 1st of May, when there was snow of about 2 ft. depth on the ground, and which was deepened by a further fall on the 9th of that month. The necessary examination could not, from this obstacle, be commenced till the 9th of June. It was continued up to the 15th, and on the 17th I forwarded my report to the board in London. I hope the explanation on this point will be deemed satisfactory. Next, that I "offered" my services to the company as manager. I do not know that there would have been anything improper in my having done so, if such was the case, but the fact is that the proposal of my being so connected with the proposed undertaking originated with the directors, and that I had not the slightest idea of it until some time in May last, when I was favoured with a communication from them on the subject.—WILLIAM PETHERICK: *Eagle Harbour, Lake Superior, Michigan, Oct.*, 1853.

"A Shareholder in the Devon Tin Mines" is informed that it was the duty of the committee to call the meetings bi-monthly, and not the secretary, who is only the servant of the company.

"A Shareholder" (Liverpool).—The firm from whom we received the quotation had purchased 1100 shares at the price given—a pretty good authority.

GRAND DUCHY OF BADEN MINES.—SIR: I was much disappointed at not finding some communication from the directors in your last Journal, having reference to the statements of Mr. Banfield. There is evidently something wrong in the management, and has, doubtless, long been so; and while that is the case the concern cannot prosper. Why is not a general meeting convened, and the shareholders put in possession of all information?—A SHAREHOLDER: *Regent's-park, Nov.* 8.

"E. G." (Moorgate-street).—The quotation was from an agent, who had done business at that price, and even ⅛th lower.

THE GREAT NUGGET VEIN GOLD MINING COMPANY OF AUSTRALIA.—SIR: The London agents of this company announce a return of 1*l*. per share on the 2*l*. shares allotted in this country, without any allusion whatever to the premium of 1*l*. 5*s*. per share, at which they were issued. This return being made in consequence of the company not requiring the whole of their capital, it occurs to me that it would be only acting fairly towards the holders of these shares to return the whole, or, at least, one-half of the above premium of 1*l*. 5*s*. per share, and thus place the English and Australian shareholders upon the same footing, especially as it appears all the holders of 2*l*. shares are to receive a dividend of 2*s*. per share. It appears by the advertisement that a dividend of 1*s*. per share is also to be paid upon the 10*s*. shares: surely there must be some mistake in this, as the holders of the 2*l*. shares ought to be paid a dividend of 4*s*. per share, in the same proportion.—A SUBSCRIBER: *Pall Mall, Nov.* 10.

WHEAL EDWARD.—We have not received Captain Joseph Hodge's reply to Mr. H. C. Vivian, and a "Large Shareholder," or it should have been inserted, as well as that from Capt. James Carpenter.

"J. H."—Both quotations were received from a highly-respectable agent, whose name can be ascertained on application to our office.

SIR: Will you allow me the privilege of enquiring, through the medium of your valuable Journal, whether it is customary, and legally right, for a chairman of a meeting to give a double vote? The case stands thus,—I had occasion to attend last week a small, although an annual, general meeting of adventurers of a china-clay company, at which I moved an amendment to a resolution: a show of hands was made, the result being, four for my amendment, and three against, without the chairman's vote, but, as he then voted, it was four and four; he voted again to give what he called the casting vote! The question is simply, has a chairman the privilege of two votes?—JUSTITIA: *Cornwall, Nov.* 8.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, NOVEMBER 12, 1853.

We regret that we cannot announce any cessation of the unfortunate disunions so long existing between the operatives and the masters, which we have so often and so earnestly deplored. We had hoped with some degree of confidence that the unhappy differences which have placed the workmen in such injurious antagonism to their employers would, ere now, have terminated, and that the privations which they and their families had endured, would have induced them to reflect on their follies and to retrace their steps. While all other operative classes are suffering severely from the inevitable and fatal consequences of the strikes in the diminution of their resources, the deprivation of their comforts, and the destitution of their families, those to whom they may trace their calamities, and who have instigated them to the hostile attitudes they assume, alone remain in quiet enjoyment of full pay. If anything could open the eyes of the working classes to the delusions which have been practiced by interested persons upon their credulity, it would be to see that the only result the advice of their leaders has as yet effected is to drive the masters in the manufacturing districts to withdraw the last advance of 10 per cent. upon their wages. The perverse perseverance of the men, instigated by evil advisers, fully justified the employers in this withdrawal; insolent dictation has thus terminated in sorrowful diminution of wages—an example which, it is to be hoped, will be attended with effect.

We perceive that at the recent conference at Shields between the seamen and the shipowners, when the seamen were asked what they were striking for, they answered that they were striking against strangers. It did not, however, perhaps occur to them that those who are most forward in strikes, are the parties most instrumental in causing the introduction of strangers. This announcement on the part of the seamen was at once very properly met by a very general determination expressed on the part of the shipowners to protect all men who are willing fairly to accept such employment as shall be offered to them.

The great object of all combinations, now denominated strikes, has ever been to exclude by a system of terrorism the approach or intervention of low-priced labour, from a feeling on the part of the operatives that they must ultimately force the masters to pay such prices as they may choose to dictate, if those willing to work at reduced wages are excluded. The great principle which ought to guide Governments, whether in legislative or ministerial measures, ought to be to ensure a free option to all those who, no matter what their motives may be, have no inclination to take part in associations hostile to the employers. Those who adhere to their masters should be protected in their fidelity—should be surrounded and shielded by the powers of the law, with perfect security from molestation, insult, or personal danger of any kind, or from any quarter. The best and surest modes of ensuring this protection is a matter for serious and grave consideration.

Strikes have constantly produced effects the very converse of those which their authors anticipated, inasmuch as every rise of wages necessarily attracts new labourers, rendering the position of the workmen previously employed in many instances more insecure. This is an evil to the men, which constantly results from their own acts, and which they blindly overlook. Nothing, however, can be more clear than that while strikes derange the markets, and unsettle the relations of trade so far as the masters are concerned; and while they at the same time entail misery and privations on the men, they necessarily furnish fresh inducements to strangers to offer themselves. It is a law of Nature, that if you divert a natural flow from its proper channel, it will seek and make for itself another. The same tendency directs the course of labour. The progress may be slow, but it is enevitable, where the regular operatives of an establishment succeed for awhile in impeding its prosperity, their places will ultimately be supplied by others. No sooner do operatives quit their masters in a body, than the masters, seeing their establishment, machinery, plant, and property idle, naturally look out for and endeavour to procure new men.

There is now in this country, after protracted, severe, but ineffectual, struggles on the part of workmen, a general submission to the vast advantages of mechanical inventions and improvements. The fatal system and constant succession of strikes have at all times operated to the injury of workmen, by quickening the demand for mechanical inventions. Every successive strike was a fresh stimulant to scientific exertion and ingenious discoveries; and if manual labour has in many instances been thrown out of employment, those dependant on their labour have had frequently to thank themselves for that result by their refusal to render their labour available. Should the combinations between the colliers and the seamen in the north of England succeed in unfairly raising wages and freights, the inevitable consequence must be to induce remote coal owners to enter the markets which they never before dreamed of frequenting. This must necessarily lead to accumulation of unsold stocks in the hands of those proprietors who have been thus forced to advance their prices, and the consequences must ultimately recoil upon the men.

We are most anxious to advance the interests of the seafaring classes in their proper sphere—namely, in the carriage of coal; and with every disposition to congratulate the country on the prosperity of railway property from every legitimate source of profit, we confess we should deplore the arrival of that time which should see the coal traffic transferred by the blind and wicked combinations of seamen from British shipping to the trunk railways of the kingdom. We have before cautioned the seafaring classes that if this transfer of the coal traffic be permitted, or rather be rendered necessary, by an obstinate adherence on the part of the men to false principles, it may be found by them, hereafter, very difficult, perhaps impossible, to recall it.

The disgraceful and mischievous riots at Wigan have attracted public attention to the propriety of devising some more efficient means of protecting, as well the persons, as the properties, of individuals from violence and outrage. A public meeting at Birmingham strongly recommended the appointment of stipendary magistrates by the Government. The deplorable deficiency of the magisterial functionaries at Wigan excites but little surprise, when we see that the two acting officials present during the recent riots were shopkeepers in the town. Courting popularity for political purposes is so much the order of the day in most parliamentary boroughs, that men even of ample independence are generally unfitted to quell, far less to punish, the excesses of popular excitement. Men dependent upon trade, particularly upon those trades whose chief customers are the operatives, can hardly be expected fearlessly to sacrifice private interests to public duty.

Those who have been exclusively educated for trade, and who have acquired property by laborious industry, are generally devoid of any legal or professional training, and the means which they have acquired having been usually earned from contact or connection with the operative classes, they are of all men the most unwilling to place themselves in hostile collision with those by and through whom they have attained their position in the world. It is not consonant either with prudence or with justice to cast upon unpaid magistrates, in periods of popular disturbance, such awful responsibilities as the preservation of the public peace, the suppression of dangerous riots, the dispersion of infuriated mobs, or the capture and apprehension of the guilty. These are duties which, in Ireland, are properly cast on magistrates paid by the Crown, trained and educated for their offices, and acting under defined instructions, and in direct communication with the Government. To such men was the pacification of that country intrusted, and to the intelligence, impartiality, and decision of the stipendiary magistrates, in many instances military officers, is the present tranquilised condition of Ireland to be attributed. At the disposal, and under the direct command of the stipendiary magistrates, are the constabulary police, a perfect military force, trained, drilled, officered, and disciplined. Those who have witnessed the working of the system of stipendiary magistrates in Ireland, and have admired the appearance, conduct, and carriage of the constabulary police, stationed in small parties in every city and town in Ireland, except the metropolis, will at once acknowledge that the want of a similar establishment in the manufacturing districts of this country is much to be deplored. The large towns, such as Liverpool, Manchester, &c., have their local police, why should there not be a general body for all towns and rural districts, unable to support special establishments? The example has worked so successfully in the sister country, that we confidently anticipate its speedy adoption in this. The miserable display of police at Wigan, while it threw an air of ridicule over the deliberation of the astounded burgesses, encouraged the audacity of the discontented, and secured the impunity of the guilty. We are satisfied that we speak the feelings of many other towns and districts besides Birmingham, in urging on the Government the speedy appointment and prudent selection of stipendiary magistrates for the manufacturing and mining districts; and we further assert with confidence that such appointments will be insufficient for the objects desired, unless an efficient Government police be also placed at their disposal.

Since the above observations were penned, we are happy to learn that there is at length some prospect of a termination of the colliers' strike at Wigan. It appears that the coal miners who were in the employment of the Earl of CRAWFORD and BALCARRAS have seceded from the general body of malcontents, and on Thursday upwards of 500 of the colliers and a larger number of drawers returned to work at his Lordship's pits, at the same prices they were receiving when they quitted them. It is also stated, and we hope correctly, that the rest of the men are about to resume work; and when they return, there will be upwards of 15,000 men and boys engaged at the Earl's colliery.

Within a day or two, about fifty colliers and drawers have resumed work at the Cannel pits of the Kirkless Hall Coal and Cannel Company, Ince, Wigan. Several of the men at the coal pits of JOHN LANCASTER and Company have applied for work, but were told that they could not get it until there was a sufficient number, making it worth while to start the engines. Mr. DARLINGTON, manager of the Ince Hall works, was waited on by several of the men, who expressed their desire to recommence work at the old prices, and were accordingly allowed to go to work. There are also, we hear, symptoms of the whole of the colliers now on strike returning to their work. We hail this intelligence with pleasure, but, we can assure the men, without exultation, for no intelligence could be so gratifying to us as that which would announce their restoration to their former comfortable position.

A case has lately been before the MASTER of the ROLLS which affirmed a principle to which we have on several occasions alluded—namely, the effect of acquiescence in a court of equity on the strict legal rights of parties. It was an application for an injunction made by the Rochdale Canal Company to restrain the defendants (Messrs. KING) from using the water of the canal for any other purpose, but *condensing steam* in steam-engines worked by them. By the original Act, constituting the canal company, passed in 1794, the owners of lands within 20 yards of the canal were empowered to take water from the canal for the purpose of condensing steam—they permitting the return of the water into the canal, inevitable waste by the condensing of steam only excepted. The defendants and others having establishments on the banks of the canal, who used low-pressure engines, had for a series of years been in the habit of taking water from the canal, as well for the purpose of generating as of condensing steam—their engines being so constructed as to obtain water for feeding the boilers from this source. The canal company had brought an action against the defendants to try the right; and the Court of Exchequer Chamber decided that the right was at law confined to the use of water for the purpose of condensing steam only. The canal company then filed a bill for an injunction to restrain the defendants from using the water for any other purpose; and the defence relied on in equity was that the company had precluded themselves from seeking the interference of the Court of Chancery, by acquiescing in the construction of the defendants' machinery with reference to this particular object, and in the use for the purposes of which they now complained. At law, it was clear that the defendants were confined to the exclusive purpose of condensing steam; but the defendants insisted that in equity they were entitled to continue the practice, because the plaintiffs had not only acquiesced, but knowingly permitted them to construct their machinery at great expense, with the express object of using the water for other purposes. The principles of equity relied on were established in the cases of DANN *v.* SPURRIER, 7th VES. R. 231, and POWELL *v.* THOMAS, 6th HARES. R. 300, that if a party stand by and encourage another, although but passively, to lay out money under an erroneous idea of title, or under an expectation that no obstacle will be afterwards opposed in the way of his enjoyment, the Court of Chancery will not permit any subsequent interference with him by the party who had previously permitted, and even encouraged those acts of which he afterwards thought proper to complain, or endeavoured to take advantage. The pleadings and proofs in the cause were exceedingly voluminous; and it appeared that the defendants had two establishments, in the first of which they had enjoyed the water in the way they now claimed it since the year 1829; and it was established that such use was with the knowledge and assent of the company and their engineers. The second branch of the case was, however, very different; for in 1838 the company complained by a formal notice in writing that the defendants were not permitting the proper quantity of water to return into the canal; and in October, 1841, about three years after that notice, the defendants erected their second engine; and before doing so they applied to the company to lay down an injection pipe. It was argued that this request, being confined to liberty for an injection pipe, and made after the time that they had had due notice, that the company meant to insist on a strict compliance with the Act of Parliament, was an admission that the defendants only required that water for the condensation of steam. After receiving such an application, the company were justified in supposing that the defendants only required the water for condensing purposes; and if they subsequently constructed their machinery for other purposes, it was considered that they did so at their peril.

The second machinery was erected in 1841: the company in 1845 gave notice of their intention to proceed; after this, they brought their action at law, and recovered judgment in 1851; they then filed the present bill, so that they were not fairly chargeable either with acquiescence or with delay. The company were, therefore, declared to be disentitled to any relief as to the first engine erected, and as to the second, they were declared entitled to a perpetual injunction to prevent the defendants from

using the water except for the condensation of steam. As the company had only partially succeeded, and as the defendants had been also partially successful, the decree was pronounced without costs at either side.

Cases but very rarely occur in which the conflict of jurisdiction between a court of law and a court of equity is so plain and palpable as in this. The terms and intention of the Act of Parliament had been clearly violated, and the common law judges of all the courts in the Exchequer Chamber decided the right of the canal company to be at law unquestionable. The court of equity then interfered, to prevent that decision working injustice, and rendered it to a great extent a dead letter. The principles on which the MASTER of the ROLLS very properly acted are not new, and were early adopted in mining cases—indeed, the case mainly relied on as establishing the principle which governed the decision, was a mining case, where a proprietor of land looked on and saw a party sink a shaft on ground in which it ultimately appeared that he had no right to sink; but the acquiescence was considered to amount to equitable fraud, and the party who looked on and allowed the shaft to be sunk, and the money spent on his own ground, without warning the party, was ultimately enjoined and prevented by the Court of Chancery from shutting up the shaft. The principle of this case is now extended to the user of water; and, as many instances may occur in mines where such user has been acquiesced in, so as to confer an equitable right, we have deemed it proper to state the facts shortly, so as to illustrate the equitable doctrine which governed this decision.

From the many interesting communications which have appeared in our columns on the subject of Gold in England, and the preponderating weight of facts which they have brought to light, it is quite clear that hitherto we have greatly underrated the matter, not only in a scentific but in a commercial point of view. Mr. ABBOT'S work, which we alluded to last week, contains only a plain and faithful deduction from simple truths; and such a view of the question which that writer suggests should by rights have been put forth in the very head and front of the first prospectus of an English gold mining company.

However, it is by no means to be expected that the truth should at once display itself to the mind in its full extent and clearness; indeed, it is more natural and more interesting that its development should be gradual. The two arguments—that from history, tradition, and antiquities, and that from the many successive Acts of the Legislature, lends, as it appears to us, a striking support to one another. The former without the latter would appear weak, dim, and uncertain, through distance of time; while the latter, apart from the former, would be considered to rest on no solid foundation. Taken conjointly, they furnish an uninterrupted line of evidence, which extends itself to a most remarkable length. We will not, however, expatiate further on these topics at the present moment; but the more clearly we can show the strength of the position from the beginning as to gold in England, the more important the question becomes. With this view, therefore, we avail ourselves of the opportunity to transcribe two Acts of Parliament, passed in the reign of WILLIAM and MARY, respecting gold and silver and Royal mines, which have been forwarded by an esteemed correspondent:—

ANNO PRIMO GULIELMI AND MARIÆ.

An Act to Repeal the Statute made in the Fifth Year of King Henry the Fourth, against the Multiplying Gold and Silver.

Whereas, by a statute made and enacted in the Parliament held in the fifth year of the reign of King Henry the Fourth, late King of England, it was amongst other things enacted in these words, or to this effect—namely, that none from thenceforth should use to multiply gold or silver, or use the craft of multiplication; and if any the same do, they should incur the pain of felony.

And whereas since the making of the said statute, divers persons have by their study, industry, and learning, arrived to great skill and perfection in the art of melting and refining of metals, and otherwise improving them and their ores (which very much abound within this realm), and extracting gold and silver out of the same; but dare not exercise their said skill within this realm, for fear of falling under the penalty of the said statute, but exercise the said art in foreign parts, to the great loss and detriment of this realm.

Be it therefore enacted by the King and Queen's most excellent Majesties, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons in this present Parliament assembled, that from henceforth the aforesaid branch, article, or sentence, contained in the said Act, and every word, matter, and thing contained in the said branch or sentence, shall be repealed, annulled, revoked, and for ever made void; anything in the said Act to the contrary in any wise whatsoev.r notwithstanding.

Provided always, and be it enacted by the authority aforesaid, that all the gold and silver that shall be extracted by the aforesaid art of melting and refining of metals, and otherwise improving of them and their ores, as before set forth, be from henceforth employed for no other use or uses whatsoever, but for the increase of moneys; and that the place hereby appointed for the disposal thereof, shall be their Majesties' Mint, within the Tower of London; at which place they are to receive the full and true value for their gold and silver so extracted from time to time, according to the assay and fineness thereof, and so for any greater or lesser weight: and that none of that metal of gold and silver so refined and extracted, be permitted to be used or disposed in any other place or places within their Majesties' kingdoms and dominions.

Provided also, and be it further enacted by the authority aforesaid, that no mine of copper, tin, iron, or lead, shall hereafter be adjudged, reputed, or taken to be a royal mine, although gold or silver may be extracted out of the same.

ANNO QUINTO GULIELMI AND MARIÆ.

An Act to Prevent Disputes and Controversies concerning Royal Mines.

Whereas, by a clause in one Act of Parliament, made in the first year of their Majesties' reign, entituled, An Act to Repeal the Statute made in the Fifth year of King Henry the Fourth, against the Multiplying of Gold and Silver, it is amongst other things enacted, that no mine of tin, copper, iron, or lead, shall hereafter be adjudged, reputed, or taken to be a royal mine, although gold or silver may be extracted out of the same; but notwithstanding the good provision by the said statute, to prevent the discouraging their Majesties' good subjects, who have mines of copper, tin, iron, or lead in their soils, from digging and opening the same, many doubts and questions have arisen upon the said statute, whereby great suits and troubles have arisen to many owners and proprietors of such mines.

Wherefore, for the better explanation of the said statute, be it enacted and declared by the King and Queens most excellent Majesties, by, and with the advice and consent of the Lords Spiritual and Temporal, and the Commons in the present Parliament assembled, and by the authority of the same, that all and every person or persons being subjects of the Crown of England, bodies politic or corporate, that now are or hereafter shall be the owner or owners, proprietor or proprietors of any mine or mines within the kingdom of England, dominion of Wales, or town of Berwick-upon-Tweed, wherein any ore now is or hereafter shall be discovered, opened, found, or wrought, and in which there is copper, tin, iron, or lead, shall and may hold and enjoy the same mine or mines and ore, and continue in the possession thereof, and dig and work the said mine or mines of ore, notwithstanding that such mine or mines of ore shall be pretended or claimed to be a royal mine or royal mines; any law, usage, or custom to the contrary notwithstanding.

Provided always, and be it enacted and declared, that their Majesties, their heirs and successors, and all claiming any royal mines under them, shall and may have the ore of any such mine or mines in any part of the said kingdom of England, dominion of Wales, or town of Berwick-upon-Tweed (other than tin ore in the counties of Devon and Cornwall), paying to the proprietors or owners of the said mine or mines wherein such ore is or shall be found, within thirty days after the said ore is or shall be raised and laid upon the banks of the said mine or mines, and before the same be removed from thence, the rates following, that is to say, for all ore washed, made clean and merchantable, wherein is copper, the rate of sixteen pounds per ton; and for all ore washed, made clean and merchantable, wherein there is tin, the rate of forty shillings per ton; and for all ore washed, made clean and merchantable, wherein there is iron, the rate of forty shillings per ton; and for all ore washed, made clean and merchantable, wherein there is lead, the rate of nine pounds per ton; and in default of payment of such respective sums, as aforesaid, it shall, and may be lawful for the owners and proprietors of the said mine or mines, wherein such ore is, are, or shall be found, to sell and dispose of the said ore to his or their own uses; any law, statute, or custom, to the contrary notwithstanding.

Provided always, that nothing contained in this Act shall alter, determine, or make void, the Charters granted to the tinners of Devon and Cornwall, by any of the kings and queens of this realm, or any of the liberties, priviledges, or franchises of the said tinners, or to alter, determine, or make void, the laws, customs, or constitutions, of the Stanneries of Devon or Cornwall, or any of them.

The special meeting of the ANGLO-CALIFORNIAN GOLD MINING COMPANY, on Wednesday last, unanimously confirmed the resolutions of the general meeting held on the 31st October. We did not imagine it would be otherwise; and, although reports were circulated that a strong opposition might be expected, we were convinced that no body of men could be found to stultify themselves, after passing a resolution so unanimous as that of the 31st October. It is difficult for us to judge here what have been the local difficulties in which Sir HENRY HUNTLEY has been placed, and we do say, that possibly if he had a view to speculation, with the appliances at his command, he might ere this, no matter what the cost would have been, returned gold. Were we in the vein we could cite several companies now flourishing, where the superintendents have made a paper profit, while there has been an actual loss; these companies now existing are flourishing, their shares have been but at a little discount, and have been buoyed by the dexterity of the agent at the scene of operations. Some of these are now investments, others are as the "things that were;" and although speculatively considered this may be better for bulls and bears, it is prejudicial to any establishment as an investment.

We have no personal knowledge of Sir HENRY HUNTLEY; from his reports we should imagine he has little idea of Stock Exchange operations. Educated as he has been in the Royal Navy, we perceive him to be a strict disciplinarian; his guiding star is duty, and while he conscientiously follows that out, he will not swerve either to the right or the left. The quartz which the company have received from Brown's Valley we have seen; and, although no gold is apparent to the naked eye, it has given on assay, by Messrs. JOHNSON and MATTHEY, 9 ozs. 6 dwts. 16 grains to the ton of quartz, being equivalent to about 36*l.* per ton. From the knowledge we have of gold quartz this is more than an average per centage, and if one-fourth of that amount is obtained, the shareholders must receive handsome dividends. But, apart from these considerations, there is another point to be thought of. The machinery is there, the actual operations are now about to commence, if such is not the case at the present time. Having got over their difficulties, the shareholders have shown a wise discretion in carrying out the views of their directors to bring the property to a paying result, independent of small premiums, bulling and bearing: their wish has been to prove that this is a *bonâ fide* concern—not a speculation, but an investment.

Our transatlantic contemporary, the *Detroit Tribune*, has again been enlightening its readers in an elaborate article, without perspicuity or argument, on the mortification and apprehension felt and entertained by ourselves (the MINING JOURNAL) and the ironmasters of this country generally, at the progress making in the iron manufacture in the United States, as elucidated in that Journal. As a proof of the alarm felt here for the stability of the iron trade of this country, and of our manufactures being *superseded* by American produce, our remarks in the Journal of the 8th of October last are given at length, on which the writer in the article above alluded to remarks, that "in every line of which a feeling of mortification and apprehension stands out in bold relief." This article has also been copied into the *New York Mercantile Journal*. In reply, we can only say, that neither of these "feelings" prompted us in penning the article in question, or others inserted at previous intervals on the same subject. We are, also, perfectly prepared to assert that the ironmasters of this country are too much engaged in the important transactions in which they are professionally engaged to pay much attention to such idle twaddle, which, while it may amuse for the moment, is appreciated at what is is worth, and treated with the contempt it deserves. As to ourselves, we can only repeat what we have before stated, that any change in the commercial relations of the two countries, relative to mineral produce, must take place gradually, and no immediate catastrophe will ever suddenly displace the usual routine of manufacture; it will approach unfelt. Indeed, we are fully supported by the writer in these opinions, for he mercifully states that he cannot blame us for attempting to ridicule the fact out of sight, that one of the principal sources of our national prosperity will slip through our fingers in less than a century! A tolerably moderate period, certainly, and something to deaden the feeling of "mortification" in the minds of our iron manufacturers, who can very well afford to let their Yankee brethren palaver on, leaving them to be replied to by their successors in future generations.

Before the marvels of the electric telegraph have lost the charm of novelty, they are destined to be superseded by still more marvellous improvements. Wonderful as have hitherto been its magical achievements, we are about to see them exceeded by the recent scientific applications of the principle to further refinements of the art. These improved appliances are the discoveries of Mr. JOHN WALKER WILKINS, of Hampstead, electric telegraph engineer, the patentee, and are about to be rendered available to the public by the UNIVERSAL ELECTRIC TELEGRAPH COMPANY, recently formed. We propose shortly to explain the very enlarged advantages which this new system is calculated to afford to the public. The experimental sciences have, since the commencement of the present century, effected a silent but vast revolution, not only in the social, but also in the commercial relations of countries, and have visibly advanced the progress of man. The thunderbolt has been placed under the control of the lightning conductors, and the same terrific agent which formerly alarmed nations, is now in human hands as manageable as the most fusible and plastic substance. The telegraphic wire has been rendered as certain a mode of transmitting a current of electrical fluid for practical purposes of utility, as a gas or a water-pipe for conveying the more palpable fluids which pass through them. The electric telegraph is remarkable beyond all other extraordinary inventions for the short period of time which it took to bring it even to its present perfection: steam took years, almost centuries, before its development was complete, or its powers fully applied to its present purposes. It must, however, be conceded that the system of electric telegraph at present in use is indebted to the assistance which it has derived from railways; in them it found pathways already laid by which it was to travel, and we believe it has as yet, at least in this country, very nearly confined itself to these pathways. Imparting its communications, as at present managed, in a species of dumb alphabet, and its interpreters not being always selected even amongst the semi-scientific, inaccuracies and errors constantly occur in the messages it purports to convey. Although, theoretically, there is no limit to the velocity of its communications, or the extent of its connections, we learn from experience that its intensity is often sensibly affected by atmospheric influences, and still more by the operation of atmospheric electricity. To remedy these evils, naturally attendant on a system as yet experimental, is the aim and design of Mr. WILKINS's improvements; and if we are surprised at what has been already achieved in so brief a space under the present system, we are still more struck with amazement at the perfectibility which his skill and ingenuity so confidently promise.

The improvements for which Mr. WILKINS's electric telegraph will be distinguished are intended to meet all existing defects. It will form one of its very peculiar and striking characteristics, that instead of the message being, as at present, expounded often by guess, liable to be misunderstood or mistaken from variations of the index, or from many other causes, in the new system *the message will be written by the telegraph instrument itself*. By means of his singularly ingenious apparatus, the message leaves the telegraph written on paper by the instrument in clear and distinct characters, delivered in a continuous line and unvarying position. It is not even dependent, as was formerly proposed, on the chemical action of the electric fluid on certain sensitive colours, but the machine will enable parties to perpetuate an accurate record of the message, the value of which, in all intercourse, as well in affairs of state as in all legal monetary and commercial transactions, is almost incalculable. The ingenuity is perfectly marvellous which arranges the telegraphic apparatus to be worked by the electric current in such a manner as to give motion to a marker, or tracer, and thereby impress, mark, or otherwise render visible, in a continuous line on paper, characters representing letters, words, and figures on the recording surface, which is kept constantly moving by means of clockwork, or other suitable machinery, while the characters are marked, or otherwise produced by the electric current, in a fixed manner, capable of being read upon it. By a contrivance of surpassing ingenuity the transmission of the message will be simultaneous to any number of radiating stations without the aid of intermediate operators, only one operator being required at each telegraph. This branch of improvement is effected by a delicate piece of machinery, the "Automaton Repeater," by means of which any number of towns, or places, within the circle of connection, may be communicated with at the same moment by one and the same electric touch.

Mr. WILKINS's plan is also remarkable for the extreme simplicity of the telegraph, for one wire will be sufficient; and in order to prevent the uncertainties which have impeded the development of the telegraphic system, he has devised a superior plan of insulators. It is calculated to ensure the most perfect and unerring accuracy by the total absence of quivering points and needles, and by abstaining from the use of chemical preparations, always liable to mislead and very often to fail. It will possess this further great advantage, that by a return communication the message will be repeated at the place from which it is sent, instantaneously with the delivery of it at the place for which it was intended, and the person sending it will thus be enabled at once to see, himself, that his message has been accurately transmitted, the telegraph itself, without any other intervention, in effect ensuring its accuracy.

Such is the vastly improved system of electric telegraph, the advantages of which will now be generally diffused through the agency of an influential company, termed in its prospectus the "Universal Electric Telegraph Company." In availing themselves of Mr. WILKINS's patent, the directors contemplate telegraphic communication with nearly 800 principal towns and places in the United Kingdom, irrespective altogether, when necessary, of railways. They feel that the electric wires have been hitherto almost exclusively confined to, and co-extensive with railway communication, and that the system is, therefore, far from being so fully developed, or affording such extensive accommodation as is required. With the view, therefore, of embracing every place and point of sufficient importance, the company propose to establish district offices in all or most of the towns and places in the kingdom containing over 2000 inhabitants, for the purpose of receiving and transmitting messages upon the principle of radiation. A diagram, or map, accompanies their prospectus, exemplifying the contemplated development of the principle, its extent, and ramifications. They propose a uniform charge of sixpence per message (not exceeding 20 words) to any of the company's stations in the United Kingdom; and they declare that they are enabled to effect this great reduction by reason of the inexpensive construction of their lines and stations, the novel and simple organisation adopted, and the improved machinery for working.

When unerring certainty is thus assured, and the price and means of general communication brought within the reach of every person, it will be difficult to speculate upon the possible extent to which the public may avail themselves of these proposed benefits. Those benefits will be daily enlarging the more they are felt: the penny postage was, in its inception and for several years of its existence, a drain upon the revenue—it has now become a large source of augmentation. So satisfied has the Legislature been with its success, that it has ventured to repeat the experiment in the receipt stamp. This company have, at starting, spiritedly adopted the same principle: they calculate with just confidence on general support, and, in order to insure it, they liberally tender to the public the general accommodation which its name imports. If the union of scientific skill with great mechanical ingenuity, applied to purposes of practical utility, entitle a projector to the utmost patronage from the British public, Mr. WILKINS has established his claim; and we trust that we shall witness that patronage liberally bestowed upon the company which has come forward to sustain and advance improvements in this interesting and important object, which reflect such credit on the scientific and inventive acquirements of the patentee.

The important cause—as affecting the Cost-book System—of NICHOLS *v.* DIAMOND, came before the Court of Exchequer, Westminster, on the 3d instant. It was, as our readers will recollect, an action brought by the plaintiff, as the holder, to recover from the defendant the sum of 64*l.* 1s., the amount of a bill of exchange drawn by the plaintiff on the defendant, and addressed to him as "the purser of the West Downs Mines." The defendant accepted the bill in the following form, "JAMES DIAMOND, per procuration of West Downs Mine Company." The case was tried at the last assizes for Exeter before Mr. Justice TALFOURD, who directed a verdict for the plaintiff. An application was now made on the part of the defendant for a rule *nisi* to enter a nonsuit, on the ground that the acceptance was not intended to bind the defendant personally; that the contract was that of the company; and that, even admitting that he could not bind the company by this acceptance, still, that it was a qualified acceptance, and did not bind him. The Court, however, held unanimously, that the signature JAMES DIAMOND was a good acceptance *per se*; that the words, "as the purser of the West Downs Mines," was merely matter of description; and that the addition of the words "per procuration of West Downs Mine Company," was surplusage, and did not affect the defendant's personal liability. The rule was, therefore, refused, and the verdict confirmed.

In deciding this case the Court said, that it was always competent for a party to bind himself by his acceptance, but the question constantly arose whether he had authority to bind others. The acceptance of A, for A, B, and C, if signed by A, would bind him, although it would not necessarily bind B and C. It was in this case admitted as clear, that the defendant could not, by his acceptance, bind a cost-book association; but it was considered equally clear that he could bind himself. This decision is quite consistent with the principles on which cost-book companies are formed and conducted; for we have always understood it to be an established rule that the purser cannot bind such a company by pledging their credit, or by bills. It is right, therefore, that parties dealing in, or taking such bills as the present, should be fully aware that they merely get the security of the individual acceptor, and it will, probably, have the effect of making pursers cautious, when they know that by such acceptances as the present they make themselves personally responsible to the holders of such bills. We cannot avoid thinking that this decision will be, on the whole, satisfactory to the mining interests. It would evidently have established a very dangerous principle, if a purser could relieve himself from personal responsibility by attaching an official character to his signature; and it would be equally unjust if he were enabled, by annexing to his own name that of a company, to transfer the responsibility to them. The case, however, proves that certain fixed and established rules are essential to define the liabilities, as well as the powers, of such companies, and also to afford full protection to the public.

SUCCESSFUL TREATMENT OF ENGLISH ORES FOR GOLD.

The Cwmheisian and Dolfrwynog Company having applied to Mr. John Calvert to investigate the qualities of Mr. Berdan's gold-amalgamating machine (that gentleman having expressed his doubts as to the practicability of any machine extracting by amalgamation the gold from the sulphurets of iron), some experiments took place yesterday under his directions at the works, in the City-road. The first experiment was on the ores from the Cwmheisian Mines, in two separate lots of equal weight—being 748 lbs. each. One ore was a sulphuret of iron, and the other a silver-lead ore. The first lot produced 7 dwts. 5 grs. of gold, or 1 oz 1 dwt. 15 grs. per ton, of about 23 carats fine. The silver-lead ore yielded 12 dwts. 6 grs. of gold, or 1 oz. 16 dwts. 18 grs. per ton, and of about 21 carats fine. Another experiment was performed by Mr. Calvert with about 50 lbs. of a sulphuret of iron ore from the Arundell Mines, near Ashburton, and which yielded (say) 1 dwt. 4 grs. of gold, which would give about 2 ozs. 14 dwts. 14 grs. per ton. Mr. Calvert considered the operations of the machine exceedingly satisfactory, and that the grand point in his estimation had been settled by the successful treatment of the most difficult of gold ores—the sulphuret of iron.

REDUCTION OF DUTY ON IRON IN FRANCE.—It will be a source of considerable satisfaction to the English mining interest and manufacturers to be informed that the French Government have resolved on making a serious and practical reduction in the duties on all iron and coal imported into France, whether from England or other countries. We believe the principle has been already settled, and the only question is as to the precise amount of reduction, and the time it will come into operation. Under the reign of Napoleon, the rough castings were free of duty; iron in bars paid with the decime 44 frs. per 1000 kilos.; sheet-iron, 110 frs.; steel, 99 frs. The Government of the Restoration, in 1814, by a special law, raised the duty on castings to 22 frs. per 1000 kilos.; and on iron bars to 165 frs., which was nearly quadrupling the latter. The duty on sheet-iron was fixed at 440 frs.; and on steel it raised to 495 frs. The duty on castings, which in 1814 was 22 frs., is now 77 frs.; that on iron bars is now 206 frs., and for what is called natural steel, 660 frs.; and 1320 frs. for cast-steel, which is the most advantageous kind for use, with an additional charge when imported by land or by a foreign vessel. It is calculated the French public consumed from 1814 to 1848, 6,000,000 tons of iron at an increased price of 200 frs. for every ton: making the enormous amount of 1,200,000,000 frs. above the value of the article in the general market. It has been remarked that, in consequence of the heavy duties, traders have been unable to procure better tools, and thus prevented them from advantageously prosecuting their respective employments. The present time is considered favourable for the reduction of the duties without materially injuring the French ironmasters; and it is expected that the decree on the subject will appear in the *Moniteur* in the course of a few days.

STEAM-HAMMERS.—Messrs. Balmforth, of Clayton, Lancaster, ironmasters, have patented some improvements relating to steam tilt-hammers, and which consist mainly in the employment of an oscillating steam-cylinder, having its piston-rod connected direct to the helve of the hammer-head, and beneath the helve in such a position as to allow clear access to the hammer from all sides. The axes on which the hammer tilts are furnished with screw bearings, to enable one side to be raised more than the other, and thus allow of irregularly-formed masses being forged. A modification of the machine enables it to be used for riveting.

IMPROVEMENTS IN PROPELLING VESSELS.—A patent has recently been secured by Mr. William Sager, of Chester, for an improved propeller consisting of propelling floats, attached to vertical rods, ranged along the sides of the vessel in about the same position as is now occupied by the ordinary paddle wheel. Each pair of rods is connected to a separate crank arm at a point just above the float, which arm slides in a swivel guide. A number of the rods are connected together, so that rotary motion may be communicated to several cranks and rods together. As the cranks pass through the lower halves of their revolutions the floats will be urged through the water, while during the remainder of the revolution they will be drawn out and brought into their fomer position, and the operation be repeated continuously.

FACTS AND FALLACIES ABOUT SMOKE.—No. II.

Remaining without any communication from Messrs. Calvert and Co., Messrs. Easton and Amos, or Mr. Samuel Hall, relative to our observations of the 29th ult., we are warranted in assuming that we were correct in the inferences we had formed from the reported proceedings before the Commissioners of Sewers for the City of London, on the 18th of the same month; being to the effect that the invention of the last-mentioned gentleman, recommended to Messrs. Calvert and Co. for trial by their engineers, was the furnace particularly referred to as included in the failure and expenditure that had been fruitlessly made; and the silence maintained by all the parties named leaves us no option but the further assumption that no other patented furnace was comprised in an experiment so costly and unfortunate, and that no difference of opinion exists between them as regards the results. It would have been more satisfactory to us if the parties, respectively engaged in a practical illustration so important to our readers had put us in possession of the particulars; but in the absence of any such courtesy, we must be content to accept the conclusions, in rejection of any otherwise supposed fallacies, as undoubtedly belonging to our ascertained or admitted facts. Nevertheless, there remains one enquiry to be satisfied, which is this—Upon what grounds have Messrs. Calvert and Co., and Messrs. Easton and Amos, arrived at the assumption, because two moveable bar systems have failed in this instance (supposing Juckes's to have preceded Hall's), that there is *no* plan, complex or simple, for approximately perfect combustion, which cannot be brought into successful operation without the extravagant expenditure of thousands of pounds for the purpose of adapting the premises to some exclusive description of furnace; instead of trying other patented inventions that have already, more or less, something like established reputation? We quarrel not with the preference shown by engineers who manufacture them for Juckes's furnaces, nor are we disposed to make other than honourable mention of Messrs. Truman, Hanbury, and Co., for upholding the credit of an invention peculiarly appropriate to their brewery arrangements, when we declare our own opinion that too much and too favourable consideration appears to be given to an invention, as the *ne plus ultra*, whatever constructive talent it may evince, which is avowedly inapplicable to four out of every five boilers on land, and has never yet, to our knowledge, succeeded on board any steam-vessel. That where it *can* be used it gets rid of the smoke nuisance we readily concede; but we as firmly believe that, unless where *slow* combustion, and consequently limited, although regular, production of steam is all that is desired, Juckes's furnace tends to decrease the evaporative power of the boiler very materially. To see where the truth lies in such a view of the matter, let us ask another first-rate manufacturing concern, and another eminent engineering firm, to assist in the elucidation. We are informed, by a civil engineer, who, as a practical boiler setter and furnace constructor, of about 30 years' standing, and as an established authority on such subjects has attained well-earned celebrity both in the manufacturing districts and the metropolis, that when the City Flour Mills, in Earl-street, Blackfriars, commenced grinding, *four* boilers, each with an ordinary furnace, enabled the engines to drive 32 pairs of stones, but when *six* boilers were subsequently employed, four of which were supplied with Juckes's furnaces, no more work could be performed; indeed, *less* became the rule. Whether or not, as our informant shrewdly suggests, now that to the asserted decadence of power consequent upon the said use of the *slow* combustion principle, there is also added another resuscitation of a system tried and abandoned over and over again since Mr. W. Losh's patent of 1814—say, during nearly 40 years—namely, turning off the smoke from one furnace into another, by means of a series of dampers; or, in other words, now that the draught is cut off, and the effective heat from the furnaces is proportionately and frequently suspended to give the smoke a chance of being burnt (?)—whether or not, our informant propounds, it will be worth while, under this new phase of the affair, to ascertain what is the effect observable on the capability of the engines? The fair solution of each question involved is of the utmost importance; first, to the proprietors of the mills, at whose expense it is only reasonable to infer these repetitions of exploded experiments are made (and *explosive* they *have been*, literally, in instances that can be verified); next, to the entire manufacturing community, anxiously awaiting the clearest perception of what touches them so nearly; and scarcely of less consideration than either of them, to the public at large. We, therefore, respectfully submit to Messrs. White, Ponsford, and Co., the proprietors of the mills, and to Messrs. Swayne and Bovill, their engineers, that it may be of as much interest to them to enquire, as to others to have ascertained, in which of the two catagories these remarks should be placed—among the facts or the fallacies? Are our premised *data*, are our deductions right or wrong, and wherein, and how far? And we earnestly assure them that in thus requesting to become the medium of such communications with the public, we are solely actuated by a desire to promote the advancement of the practical sciences by every honourable means in our power.

PORTABLE STAMPING AND CRUSHING MACHINE.—Mr James Reeves, of Bridgewater-gardens, Barbican, has just specified letters patent, recently granted for "Improved machinery for forging, stamping, crushing, or otherwise treating metals, ores, and other similar materials," in which he states his invention to consist in the construction of a machine of the character following, and says—"To suitable framework I affix an arrangement of toothed wheels, set in motion by a given axis, and to another axis carrying some of these wheels is attached a sector or cam wheel, or other wheel of that character, toothed to correspond with a rack on an upright rod or shaft, working in suitable guides, and having attached to its lower extremity a hammer, stamper, or crusher, so that when the machine is set in motion by the first-named axis, the wheel termed the sector shall take into the rack and raise the upright; and, having done so to the full extent that its nature will permit, then the upright, with the hammer or tool attached, will descend again of its own gravity." The drawings attached to the specification exhibit a machine having a framing (kept together by bolts) to which this improved machinery is fixed; the main shaft being mounted on suitable bearings, and fixed to the said framing, carries the fly-wheel and has a pinion thereon, which gears with and drives a toothed wheel on the second shaft, mounted in suitable bearings fixed to the said framing, and fitted with the sec or or cam-wheel, which gears and works the upright rod or shank of the hammer, stamper, or crusher, by means of the rack corresponding with the teeth of the said sector. The said upright being guided and maintained in its proper position by the cross-head fixed to the framing. At the lower extremity of the said upright is the hammer, stamper, or crusher, which may be of any suitable form, and descends into a mortar fitted to receive it. A ratchet is provided on the second shaft, which is controlled by a pall, which is for the purpose of ensuring that such shaft shall turn one way only. It is evident that power being applied to the crank handle, or that end of the fly-wheel shaft by connection with any suitable prime mover, the same will in its turn communicate rotary motion to the second shaft, when the sector being thus acted on, will act on the rack on the upright, or shank of hammer, &c., and raise the same, which being done to the full extent of the sector, it turns away, and the sector and rack being no longer in gear, the upright, with hammer, &c., descends of its own gravity into the mortar, to perform its appointed work. The patentee claims the machine as described.

MOULDS FOR CASTING.—Mr. John Hetherington, of Manchester, and Mr. John and Edward Dugdale, of Blackburn, have patented some improvements in constructing and applying models or patterns for moulding, preparatory to casting iron, brass, and other metals for various purposes. This invention consists of certain improvements on a method of forming models or patterns patented by Peter Fairbairn and John Hetherington, in 1851. According to these improvements, the pattern or model required is moulded in the ordinary manner, so that one-half of it is, one part of the box, and the other part in the other half. After the patterns or models have been removed, the box is put together again, the two halves being kept separate by a distance equal to the thickness of the plate required, and the sides of the box are then stopped before the molten metal is poured in.

IMPROVEMENTS IN RAILWAYS.—A patent has been taken out by Mr. Henry Carr, of Peterborough, for forming the inner part of the wing rail of a railway crossing, solid instead of with an overhanging flange, as in ordinary crossings. In strengthening the middle, or overhanging flanges of the point or point rails by the introduction of a filling piece. By constructing the two chairs of a crossing in such manner that the whole of the rail, when placed in each chair, may be wedged up by driving in two wooden keys; and in supporting, in a similar manner, the filling pieces of the upper flanges of switches, where the wheels bear partially on them.

The receipts of the Stockton and Darlington Railway during the month of October, were 20,662*l.* against 17,610*l.* in the corresponding month of last year, showing an increase of 3052*l.*

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN BIRMINGHAM.]

Nov. 10.—On Tuesday last our metal dealers issued circulars in this town, of which the following is a copy:—"I beg to inform you that the price of copper has this day been advanced 9*l.* 10s. per ton—viz., the ingot, 118*l.* per ton; tough ingot, 118*l.* per ton; best selected, 121*l.* per ton; brazier sheets, and sheeting, 1s. 1d. per lb.; terms as usual—three or more tons, 1*l.* less." Various causes have been assigned for this unexpected and very serious advance in the price of so essential an article. By some it is attributed to the absence of the usual supply of Russian copper, by others to speculators (not in Birmingham) in copper ore, who are supposed to be playing a similar game to that carried on a short time ago in the iron trade, with such ruinous results to the parties engaged in it, whilst others put it down at once to the account of the smelters, and the well-known defective system by which the trade is governed. From whatever cause the rise has proceeded, the effect has been equally annoying and mischievous, accompanied as it is with a belief that it will, in all probability, advance further next week. The manufacturers may be said to have only just succeeded in regulating their discounts, and entering into many contracts upon recent prices, when the rise took place, to their great annoyance and loss. I know the proprietors of some large establishments who, regardless of their own personal interest, feel almost impelled to stop their works, and throw the men on the streets, rather than submit to what they consider an unnecessary exaction; and as to the effect on the small masters, as they are termed, it must be most serious. They cannot realise the advance upon their made goods in time to save themselves, and if a further rise takes place, they will have to stop work altogether. In answer to these complaints, the general reply of the agents and dealers is, that they have not a ton in stock, that there is not a house in the town in possession of a stock, and that the scarcity is the result of a demand far greater than the supply. That the stocks are low in Birmingham there can be little doubt; but of the actual cause of the scarcity there are, as I have said, various opinions.

The price of tin continues firm, but without any advance. Common block is reported scarce, but of all other sorts there is a good supply in the market. In the iron trade there is little to report this week. Orders for the foreign market, are reported to have been received by the last arrivals, particularly for the American market. Prices, it is needless to say, remain firm, and likely to continue so. In the coal trade there is rather a downward tendency in one part of the district. In the neighbourhood of Oldbury the men turned out a few weeks ago for an advance of wages. The proprietors of the great works in the neighbourhood were obliged, during the idleness of the colliers, to procure coal from other sources. The men, however soon returned to work without the advance, but the new contracts entered into by the masters could not be dispensed with, and the consequence has been an over supply of coal, and a reduction of 1s. per ton in the price within the last three days.

In the general trade of the town there has not been any material change since my last, although it is quite obvious the affairs of the East are not without producing a depressing influence to some extent. The Constantinople market is considered closed, *pro tem.*, and as there are many large houses here from which heavy consignments have been, heretofore, weekly sent to that country, the stoppage now must be felt. Nor are the merchants hasty in forwarding to other parts of the Continent likely to be affected by the war, so that on the whole, the general trade may be considered comparatively inactive. The orders, however, which have arrived during the last six months have been so heavy that many remain still unexecuted, and the partial suspension which has now taken place has not as yet reached the operatives. They are well employed, and the parochial rates still indicate a healthy state of things.

THE COAL TRADE.

The following is a statement of the delivery of coals, &c., in the port of London during the month of October:—

	Ships.	Tons.		Ships.	Tons.
Newcastle	325	105,906	Scotch	4	533
Sunderland	116	35,319	Welsh	16	4,232
Seaham	60	14,109	Yorkshire, &c.	44	3,062
Hartlepool & West Hart.	156	41,297	Small coal and cinders	22	6,089
Stock., Middlesbro', &c.	34	7,291			
Blyth	26	5,104	Total	803	222,942

Coals brought by railway, and entered at the Coal Market during the month of Oct., 1853 ..... Tons 66,764

Coals brought by canal, and entered at the Coal Market during the month of Oct., 1853 ..... 2,240½

Coals brought within the London district on common roads, and entered at the Coal Market during the month of Oct., 1853 49

Comparative Statement of 1852 *and* 1853.

Imported from 1st January to 31st Oct., 1852	Ships	10104	2,772,807 tons
Imported from 1st January to 31st Oct., 1853	,,	9831	2,711,034 ,,
Decrease of ships and tons		273	61,773

THE RAILWAY COAL TRADE.

Monthly statement of coal and coke brought by railway and canal within the London district, during the month ending October:—

Railways.	Tons cwt.	Railways.	Tons cwt.
Great Northern	37,115 3	Great Western	1,680 9
North-Western	20,135 15	South-Eastern	1,267 15
Eastern Counties	6,565 0		

Total by railway in Oct., 1853	66,764 2
Coals by railway in Oct., 1852	39,716 14
Coals by canal in Oct., 1852	2,930 5
Comparative Statement of 1852 *and* 1853.	
Coals by railway from 1st January to 31st Oct., 1853	499,607 14
Coals by railway from 1st January to 31st Oct., 1852	286,539 11
Increase in the year 1853—railways	213,068 3
Coals by canals from 1st January to 31st Oct., 1852	29,419 5
Coals by canals from 1st January to 31st Oct., 1853	16,702 8
Decrease in the year 1853—canals	12,716 17

TREATMENT OF ORES AND ALLOYS OF COPPER AND TIN.—Mr. James Napier, of Partick, Lanark, has taken a patent for some improvements in separating certain metals from their ores and alloys, and for obtaining certain products therefrom. The inventor arranges the substances in different classes, and operates upon these classes severally. For example, in dealing with sulphurets known, or found by testing, to contain tin, he mixes them, as far as is practicable, in such proportions that the whole copper in the mixture shall range from 8 to 14 per cent. of the weight of the ores. He then calcines this mixture in the ordinary way, until the quantity of sulphur remaining in the ore does not exceed a fifth of the weight of the copper, when it is transferred to an ordinary fusing furnace, and a hundredweight of coal is added to every ton of calcined ore. The coal is employed simply in order to obtain clean slag. The whole is then well fused, has the slag skimmed off from it, and is run off into sand-beds. The alloy, "white metal," found at the bottom of the first and second beds being removed and reserved for another process, the remainder of the melt may be roasted and refined as usual; but the inventor prefers to again calcine it for eighteen hours, and then to fuse it along with other ores containing no sulphur. The inventor describes other somewhat analogous processes, and claims the application of his improvements, not only to the ores and alloys of copper and tin, but also to all matters containing copper and tin.

IMPROVEMENTS IN STEAM-BOILERS.—Mr. Thomas Dunn, of Pendleton, near Manchester, has obtained a patent for certain improved methods of constructing boilers, which consist in a mode of strengthening waggon boilers by placing a number of cylindrical stays from one side to the other, connecting those parts which are concave externally, and so arranging the flue that it leads from the furnace to each of these stays, which are connected with the chimney. In corrugating the sides and tops of the inner fire boxes of tubular boilers. In constructing steam-generating apparatus of a combination of series of cylinders, generally of small diameter, but of a size to render them portable, and duplicates of each other, so that they may be interchanged; and an improved mode of forming fire-bridges. In modifying the last-named apparatus to adapt it to marine purposes. In forming a fusion plug of a cone of one metal that will not readily melt, covered with a crust of another that is fusible at a given temperature.

IMPROVEMENTS IN LIGHTNING CONDUCTORS.—Sir William Snow Harris has taken out another patent for improvements in lightning conductors for ships and vessels, which consist in the application of several series of plates of metal to the moveable portion of masts, and to the head of the lower or fixed mast, in connection with other metallic conductors, also perfectly fixed in series along the shrouds and lower rigging on each side of the vessel, and finally communicating with the sea by metallic connections fixed to the ship's side.

STRUVE'S PATENT MINE VENTILATOR.

Whilst the attention of the mining public has been occupied with the discussions on the comparative merits of the furnace and steam-jet, the simple and efficacious means of ventilation invented by Mr. Struvé has been making a quiet but certain progress, and accumulating those facts from practical experience which are its best recommendations. It is now no longer under the category of speculative theory, but has been practically tested and proved in so many instances, all concurring in favourable results, as to leave no room for acepticism as to its great and unquestionable value. The most feasible objection that was urged against it on its first introduction was, that the wear of its parts, as in other machinery, would occasionally result in breakages, which would cause an instant stoppage of the machine, and a consequent stagnation of the ventilation, to the imminent danger of the miners. An experience of upwards of four years has proved, however, that these fears are groundless, no accident to the miners ever having arisen from this cause. The great simplicity of its construction, and the durable nature of the materials of which it is composed, renders a derangement or breakage of its parts of very rare occurrence, and, when such have occurred, they have been promptly remedied. Nor is the circulation of the air stopped on the machine ceasing to work, for it has been found on such occasions, that by removing the moveable covers at the top of the upcast shaft, amply sufficient ventilation is maintained by the acquired velocity of the air, and the heat imparted to it in the workings, for such a length of time as to allow all the men to be withdrawn in safety until the repairs are completed. Where there is much water, the safety of the men also depends on the efficiency of machinery, and we do not recollect any fatal accident which has occurred in consequence of its failure or breakage. Besides, both the furnace and (particularly) the steam-jet are equally liable to derangement, and, when placed underground, are much more exposed to accidents than Mr. Struvé's ventilator, which is erected on the surface, and can, therefore, be much more easily, closely, and constantly submitted to a vigilant supervision than if, like the others, it were placed in the dark recesses of a coal-pit, where it could only be examined with the feeble and glimmering light of a small candle or of a safety-lamp. Since the erection of the first ventilator at the Eaglesbush Colliery, Mr. Struvé has, we understand, introduced many great and important improvements, which have tended not only to increase its efficiency and safety, but also to reduce its first cost; indeed, he appears so thoroughly alive to the importance of perfecting the machine as far as it is possible, that he avails himself of every opportunity afforded by increasing experience of its working under a variety of circumstances, more fully to develop its capabilities as a mine ventilator. There are now eight or nine of these ventilators daily working in different parts of the country, and others are about being erected, not only in the collieries, but in the deep copper mines of Cornwall. It is a source of gratification, as well as a proof of their efficiency, that in no instance, where the patent ventilator has been tried, has it afterwards been abandoned; on the contrary, its employment has without exception given unequivocal satisfaction. At the Eaglesbush Colliery, the men say they can work one-third more coal in a day, with less fatigue, than they could with the furnace ventilation, which is confirmed by the proprietors, who also express their unqualified approbation of it. At Middle Duffryn, it is causing a ventilation of 56,000 cubic feet per minute, and, when required, can give 70,000 cubic feet, whereas 23,000 only could be obtained by the joint application of the furnace and steam-jet, and this, too, as stated by Mr. Dobson, the able engineer of the colliery, is effected with a saving of 300*l.* a year on the previous expenditure for ventilation. It ought to be mentioned, that the existing amount of ventilation is produced with the water-guage at 1·09 to 2 inches, which indicates a more than ordinary drag in the mine. The large ventilator working at Mr. Ford's colliery, near Pyle, is also giving great satisfaction, as also are those at Brymbo, Millwood, Mynyd Bach Glo, &c. Indeed, it has but rarely happened that an invention so important has been introduced into practice with results so unequivocally and uniformly successful as in the instance before us. Not only has it been found to ensure a good ordinary ventilation, but, should circumstances demand a great increase of the quantity of air circulating in the mine, it can be easily and promptly effected. With these facts, derived from unquestionable authority, before us, we trust that the managers of collieries may be induced seriously to consider the great responsibility they will incur, if they neglect to avail themselves of this efficient and inexpensive means of providing for the health and safety of the men entrusted to their care. Should they entertain any doubts upon the question, they may easily satisfy themselves by inspecting any of the large patent ventilators now in daily operation, and it is to be hoped that, in a subject which involves such serious consequences, they will not be deterred from instituting the enquiry, and, if satisfied with the result, adopting this means of ventilation, by the inconsiderable expense which it may be necessary to incur; for this is unworthy of the slightest consideration when the lives of men are dependent on their conduct.

THE COST-BOOK SYSTEM—THE WEST DOWNS MINE.—An action (Curtis *v.* Johnson) was tried at the last Exeter Assizes, before Mr. Justice Talfourd, to recover the sum of 94*l.* for coals, &c., supplied by the plaintiff to the West Downs Mine, in the county of Devon, when a verdict was found for the plaintiff for the amount claimed. In the Court of Exchequer, on Monday, Mr. Slade moved for a rule for a new trial, on the ground of misdirection, and that the verdict was against the evidence. It appeared that the mine was divided into 1064 shares, and was worked on the Cost-book System. In the Autumn of 1849 the defendant expressed a wish to Diamond, the then purser, to relinquish 64 shares which he held, he having informed the defendant that there was ore enough on the surface to pay all the liabilities. A person called Robins subsequently became the purser of the mine, and upon his application to the defendant to know in what way he had disposed of his shares, he informed him that he had relinquished them at the time named. It was some time after this period that the plaintiff's debt was contracted. At the trial the defendant could not name the precise time in the Autumn of 1849 when he relinquished the shares, but said he could tell if allowed to refresh his memory by reference to a memorandum book, which he had made up at the end of that year, and in which he had entered some minutes of the transaction. The learned judge, however, refused to allow him to refer to the book, because it was not sufficiently recent. It was also contended on the part of the defendant that there were two ways of disposing of shares in a mine, one by transferring them to some person in writing in the ordinary way, and other by relinquishing the shares, by notice to the purser, for the benefit of the remaining shareholders, after which it was urged that the purser could not pledge the credit of the person so relinquishing. This was held in the case of "Northey *v.* Johnson" in the Court of Queen's Bench. The learned counsel complained that Mr. Justice Talfourd had not put the question of relinquishment to the jury with sufficient clearness and precision. The Court felt disposed to grant a rule on the first point, but would consult the learned judge as to the whole case.

MANUFACTURE OF STEEL—HEATH'S PATENT.—In the Court of Queen's Bench, on Monday last, the Attorney-General moved for a new trial in the cause, "Heath *v.* Smith." The action was brought for the infringement of a patent for the manufacture of steel. The question at the trial was as to the novelty of the plaintiff's invention, when it appeared that several manufacturers had been in the habit of using the method patented by the plaintiff, but without any intention of making it public. A verdict was found for the defendant, but the learned Attorney-General now contended, that as he had given the public the benefit of his invention, he was entitled to protection. The Court granted a rule *nisi*.

In the *Gazette* of Tuesday, Richard Tredinnick, of the Haymarket, mining agent and sharedealer, was announced a bankrupt. Messrs. Harding and Pullein, of Guildhall-chambers, Basinghall-street, are engaged in arranging the accounts, and from their high reputation and knowledge in mining affairs, they could not have been placed in better hands. The total amount of liabilities is 8115*l.* 12s. 11d. The creditors unsecured amount to 5446*l.* 0s. 10d.; and creditors for calls on shares, 3712*l.* 19s. 8d., as follows:—Leeds Town Consols, 412*l.* 12s. 2d.; North Cornwall Mining Company, 300*l.* 7s. 6d.; and South Ding Dong Mine, 3000*l.* The creditors fully secured are returned at 6436*l.* 2s. 8d.; and amongst them are Mr. Richard Hallett, jun., Mr. James Herron, Mr. S. Cardozo, Mr. Turner, Messrs. Venning and Co., and Mr. Thomas Tredinnick, who holds a mortgage for 500*l.* on the household furniture in the Haymarket. The total amount of assets are returned at 4883*l.* 17s. 10d., leaving a deficiency of 3231*l.* 15s. 1d.; but the principal part of the assets consists of shares in various mining speculations. None of the debtors to the estate are returned good—the doubtful are set down at 701*l.* 2s. 9d., the bad at 6326*l.* 13s. 10d.; which are estimated together to be of the value of about 150*l.* Amongst the principal creditors are, Mr. George Abbott, Great George-street, Westminster, 420*l.*; Mr. Fell, Old Jewry-chambers, 320*l.*; Mr. F. J. Hensley, 929*l.* 4s. 3d.; Executors of J. b. Rouget, 300*l.*; Mr. F. Reynolds, 180*l.* 13s. 6d.; Mr. R. H. Robertson, 755*l.*; Mr. White, 400*l.*, &c. It is not expected the estate will pay more than expenses.

Mr. Peter Paul Couch, mining agent and engineer, projector of the Abergwessin Mine, and other speculations, has been liberated from the Insolvent Debtors' Court, after an imprisonment of nearly two years. Alleged improper disposition of his property had occasioned his long detention in custody.

Mr. A. C. Howden, late secretary to Cameron's Steam Coal and Swansea and Loughor Railway Company, managing director of the Deposit and General Life Assurance Company, and also connected with various mining and railway undertakings abroad, has applied for protection to the Insolvent Debtor's Court. Mr. Howden, holding shares in some foreign speculations, which were established *en commandite*, Mr. Macrae submitted to the Commissioner, that the companies abroad with which the insolvent was connected were trading companies, not incorporated by Act of Parliament or enjoying a Royal Charter, and, consequently, not falling within the proviso of the 65th section of the Bankruptcy Act of 1849, and in that case the insolvent was a trader, and, his debts exceeding 300*l.*, he could not petition under the protection statute.—Mr. Cooke replied on behalf of the insolvent, and, the Chief Commissioner named a day for the next examination, to enable the counsel in the meantime to look into the authorities.

COAL IN NOVA SCOTIA.

[Read at the Geological Society, Nov. 24.—Prof. E. Forbes (President) in the chair.]

1. On the Coal Measures of the South Joggins, Nova Scotia—By J. W. Dawson, Esq.—The South Joggins, in Cumberland Basin, Nova Scotia, has a coast line of above seven miles in length, presenting a series of oblique strata, cropping out one after the other, the *vertical* thickness of which is 14,000 ft. These extend from the marine limestones of the lower carboniferous series to the top of the coal formation; and in the greater part the beds are exposed in a vertical cliff from 30 to 80 ft. high, and in the reefs, which at low tide are dry to the distance of 200 yards from its base. In the cliff, and on the beach, more than 70 seams of coal, with their under clays and their roof shales, can be distinctly seen; and erect trees and plants occur in these beds at about as many distinct levels. The section described in this paper refers to a vertical thickness of 2800 ft. of beds in the *central part* of the coal formation, which has been examined with especial reference to the conditions of accumulation of coal, the nature and mode of preservation of erect trees, evidences of contemporary land animals, and other points of interest in geology. After describing in detail the lithological character of this extensive series of deposits, which he divides into 24 groups, Mr. Dawson gives an historical sketch of the sequence of events indicated by the structural phenomena and the contents of the several strata. It appears, then, that the lowest observed forest, indicated by the presence of trunks and roots of the *Sigillaria*, underwent slow and intermittent subsidence, until it was quite inundated by waters, in which *Modiolæ* and *Cyprides* existed in great numbers. This changed again to a terrestrial surface, with brakes of *Calamites* and a forest, succeeded by gradual subsidence and inundation by water swarming with *Modiolæ*, *Cyprides*, and ganoid fish. These conditions continued to alternate, more or less quietly. Sometimes, however, so rapidly were the swampy forests submerged, that some trees remained erect during the deposition of the silt and sand brought in by inundations. Some drifted trunks of trees, and parts of plants, were also brought into this area from neighbouring forest lands, subjected to denudation. In one of the groups, into which the author has arranged the strata, he finds as many as nine soil surfaces—the last of which was slowly inundated, its trees coated with the little coiled shell of the marine *Spirorbis*, and covered up ultimately by mud and silt (now shale beds), containing innumerable shells of the minute *Cyprides*. Intermissions of long-continued submergence, and of long-continued swamp and forest conditions, have occurred at various stages in the formation of these interesting deposits. One of the groups is thus described:—Group 11 commences with a layer of soil, lying immediately over the truncated tops of the trees, projecting through the last deposit. On this soil was formed a deep swamp, now represented by 5 ft. of coal and bituminous shale, in alternate bands. Large quantities of clayey mud and sand buried this swamp, but not in such a manner as to preclude the contemporaneous growth of many trees—some of which were entombed erect by the deposits forming around them. In the sandstones and shales thus formed no less than six erect trees were observed at different levels—the lowest being rooted in the shale that now forms the roof of the coal seam: 15 feet of the trunk of one of these trees still remains; two other stumps are respectively 5 and 6 ft. in height; these are accompanied by erect stalks of *Calamites*. The soil, which was subsequently formed over these beds, supports one of the thickest coal seams in the whole section; and this marks a long and undisturbed accumulation of vegetable matter. The coal was then covered by clay, which became a soil for a forest of *Sigillaria*, as indicated by its being penetrated, like many other such "under clays," in all directions by the *Stigmaria* roots; this was then submerged for a sufficient time to allow of the formation of a thin bed containing *Cypris* and *Spirorbis*. Above this we find a series of beds indicating swamp conditions, alternating with aqueous drift and deposition; and finally, again giving place for a long period to a quiet estuary or lagoon inhabited by *Modiolæ* and ganoid fish, and receiving but little mechanical sediment. We have here three distinct conditions of the surface. First, terrestrial surfaces, more or less permanent; secondly, undisturbed marine or brackish water conditions; thirdly, intervening between these, the deposition (probably with considerable rapidity) of sands and muddy sediment. There are also, we may observe, five distinct forest soils, without any remains of the trees excepting the roots; and we find throughout the section that the forest soils are much more frequently preserved than the forests themselves. Among the many objects of palæontological interest referred to by Mr. Dawson, as occurring in these piled-up coal-forests, are particular erect coniferous trees of the Auracarian type, the various erect stumps of *Sigillariæ* with their stigmarian roots *in situ*, the upright *Calamites*, with leaves and rootlets, the reptilian foot tracks, ripple marks, and rain marks on some of the beds, and especially the reptilian bones and the land shell found in one of the upright tree stumps, and already described in a paper, read by Sir C. Lyell before the society, January the 19th, 1853. In conclusion, it is evident that the series of events indicated by this remarkable section belong to a succession of oscillations between terrestrial and aquatic circumstances, without any material permanent change in the nature of the surface, or in its organised inhabitants, but accompanied by a long-continued general subsidence; and it is probable that during a great part of the period the locality of this section was *near the margin* of the alluvial tract in question, where the local results of the successive changes of level would be more sensibly felt, and more easily recorded, than near the open sea or further inland.

2. On the Albion Coal Measures, Nova Scotia—By H. Poole, Esq., and J. W. Dawson, Esq.—In illustration of the physical phenomena of the coal deposits at Albion, Mr. Poole has supplied the plans and details of the trial works at these mines; and Mr Dawson has furnished a geological sketch of the district and a map of an ideal restoration of the surface at the time of the coal formation. The coal of the Albion Mines is somewhat peculiar in its structure and chemical composition. It is more highly laminated, more bituminous, and much more free from sulphuret of iron than coals from other parts of Nova Scotia. Mr. Dawson is of opinion that the Albion coal was formed in a depressed space, separated by a bar of shingle from the more exposed flats without, on which the swamps and forests, with their alternations of marine conditions, existed that gave origin to the Pictou coal seams. This would account for the great thickness of the Albion coal and carbonaceous shales, the absence of sandstone, and the peculiar texture and qualities of the coal, as well as the association with it of fish and *Cyprides*, since modern analogies show that such an enclosed space might be alternately a swamp and lagoon, without marked change in the nature of mechanical deposits.

St John del Rey.—Several orders to buy shares in this mine came by the last packet, from influential parties living in the Brazils. The mine is steadily improving, and the returns of gold largely on the increase.

Ireland's Recovery.—Under this title, Mr. John Locke has published a pamphlet, showing the present social evils of Ireland, and some of the means by which they may be ameliorated. The facts and figures which Mr. Locke has collected prove that he possesses a great knowledge of statistics, while the care with which the tables are prepared tell the research which must have been used. The means that he proposes for the regeneration of Ireland are practical, appealing at once as they do to common sense, and the work is a guide to those who would invest money in that fertile and neglected land, which, if it were not for religious controversies, would be one of the most productive in Europe. All interested in the sister island would do well to read Mr. Locke's essay, as it plainly and without rhetoric shows them concisely, in a few words, the present state of Ireland.

The second number of a New Railway Guide is just published, under the singular title of "A B C." It is one of the greatest improvements ever made in these useful publications. The complicated nature of railway guides hitherto issued is so well known that we need hardly allude to them. The one before us is the easiest and most convenient that has ever been offered to the public—the arrival and departure of all the trains between London and the various stations in Great Britain being arranged in alphabetical order; the fares and distances of the various cities and towns from the stations are also given. There can be little doubt of the success of this publication, as it is truly worthy of its name, and as plain as its title implies—"A B C."

Sawyers v. Gold Diggers.—Traffic in this valuable commodity has so rapidly increased, that orders have been sent to England for as many as 50 sawmills. Cutting and spliting is a mode more remunerative than gold-mining. The average of the weekly earnings of diggers bear no comparison with an equal number of our Huon sawyers. This is a well-authenticated fact.—*Colonist* (Van Diemen's Land paper).

Quartz Crushing.—Another experiment was made on Tuesday at the Phœnix Foundry by the Gardiner gold quartz pulverising and amalgamating machine, giving, as former ones have done, very satisfactory results: 260 lbs. of hard quartz from the Phœnix Gold Mine yielded $1305 pure gold, or over $100 per ton. This ore is yielding by the Chilian mills about $30 per ton.—*New York Herald*, Oct. 28

Holloway's Pills, for Indigestion, Stomach and Liver Complaints.—Persons suffering from any derangement of the liver, stomach, or the organs of digestion, should have recourse to Holloway's Pills, as there is no medicine known that acts on these particular complaints with such certain success. Its peculiar properties strengthen the tone of the stomach, increase the appetite, and purify the liver. For bowel complaints it is admirable, as it removes every primary cause of them, thereby restoring the patient to the soundest health and strength. Nervous or sick headaches, and lowness of spirits, may be speedily cured by taking a course of Holloway's Pills.—Sold by all druggists, and at Prof. Holloway's establishment, 244, Strand, London.

INSTITUTION OF CIVIL ENGINEERS—PREMIUMS.

The Council invite communications on the following, as well as other subjects, for premiums:—

The laws of the strength of cast and wrought-iron, under the various conditions of tensile, compressive, transverse, tortional, impulsive, and other strains; with examples illustrative of the co-efficients employed by eminent practical authorities in the construction of works.

The forms and dimensions of journals of machine-shafts, axles, &c., with the best composition for the linings of bearings, and the most approved methods of lubricating.

The construction of girder bridges, whether of trussed timber, or wooden lattice; of cast-iron, trussed, or plain, or combined with wrought-iron, in simple, or compound triangulation; of wrought-iron lattice work; or of plate-iron rivetted sides, with cellular top and bottom.

The construction of suspension bridges with rigid platforms, and the modes of anchoring the stay chains.

The comparative advantages of iron and wood, or of both materials combined, for the construction of steam-vessels, with drawings and descriptions; the methods for preventing corrosion; and details of the arrangements for the compasses in iron ships.

The results of the use of tubular boilers, and of steam at an increased pressure, for marine and other engines, noticing particularly the difference in weight and speed in proportion to the horse-power, and the tonnage; with details of the most successful means for avoiding smoke in furnaces of all descriptions.

The arrangement and distribution of the workshops at the principal repairing station of a railway, for the repairs and maintenance of the locomotives, passenger, and other carriages, &c., derived from existing examples.

The construction of locomotive engines specially adapted for steep inclines; with accounts of experiments demonstrating the comparative value of large and small engines, under various circumstances.

Improvements in the manufacture of iron for rails and wheel-tyres, having special reference to the increased capability of resisting lamination and abrasion.

On the cost of maintenance of the permanent way; noticing the principal systems in use for the last ten years, and the depreciation of the rolling stock of railways.

Improvements in the construction of railway carriages and waggons, with a view to the reduction of the gross weight of passenger trains; also of railway wheels, axles, bearings, and breaks; treating particularly their ascertained duration and their relative friction.

The comparative duty performed by the various descriptions of steam-engines for raising water for the supply of towns, or for the drainage of mines; noticing the depth and length of the underground workings, the height of the surface above the sea, the geological formation, the contiguity of streams, &c.

The precautions adopted for guarding against accidents by fire-damp in mines.

The results of contrivances for facilitating the driving of tunnels, or drifts in rock.

Descriptions of the various kinds of machinery in use in the principal shipping ports for the shipment of coal; noticing particularly those in which the greatest expedition is combined with the least amount of breakage of the coal; and also accounts of the means of unshipping, and measuring or weighing the coal on its arrival in port.

Descriptions of the ovens, and of the best processes, used in Great Britain and on the Continent in the manufacture of coke for railway and other purposes; with the comparative values of the products.

Improvements in the system of lighting by gas; the results of the use of clay retorts, of large ovens (for producing a better quality of coke), of exhausters, condensers, and modes of purifying, and the precautions for the economical distribution of gas.

The most effective arrangement and form of centrifugal and reciprocating blowing apparatus.

The chemical analysis, and the application to economic purposes, of the gases generated in iron blast-furnaces.

An investigation of the causes of "red" and of "cold-shortness" in malleable iron, and other chemical characteristics which affect the physical properties of cast or of wrought-iron.

Description of cast or wrought-iron cranes, scaffolding, and machinery, employed in large works, in stone quarries, hoists, or lifts on quays, in warehouses, &c., especially where either steam or water is used as a motive power.

Notice of the principal self-acting tools employed in the manufacture of engines and machines; also of moulding machines and wood-working machines; and the effect of their introduction.

Memoirs and accounts of the works and inventions of any of the following engineers:—Sir Hugh Middleton, Arthur Woolf, Jonathan Hornblower, Richard Trevithick, William Murdoch (of Soho), and Alexander Nimmo.—Original papers, reports, or designs of these, or other eminent individuals, are particularly valuable for the library of the Institution.

Premiums for New Enterprise.—The Council of the Society of Arts has just issued its premium list for the hundredth session. The Council ask for communications on "the existing means of crushing and dressing hard rocks containing metalliferous ores," and an account of the manufacture of tin, and of recent discoveries of new sources of supply. There are also premiums offered for the importation of dried fruits, such as the plantain and banana from the British possessions; of wines, dried fruits, and olive oil, from Australia, small and good samples of which have already been received by the society; for the manufacture of oil and other substances from the refuse of cotton seed; for improvements in the dyes of woollen cloths, whereby the colours may be rendered permanent and capable of resisting the action of acids; and for an essay on the flax plants of India, the purposes to which they are at present applied, and the best means of utilising and employing the refuse. There are several premiums having reference to the manufacture of paper, which would show that the Council have not lost sight of this important branch of industry. A novel premium is offered "for the best account of the mode in which seaweed is prepared and used by the Chinese."

Steamer Prize Model.—The commissioners of Birkenhead have announced a premium of 100*l.* for the best model of an iron steam-boat, adapted for the passenger traffic of the Woodside Ferry. The steamer to be constructed to steer from both ends, and must not exceed 130 feet in length over all, and her extreme draught of water, with engines, &c., on board, must not exceed 5 feet 6 inch. The points chiefly to be regarded by the modellers will be the strength and speed of the vessel, the convenience of the passengers, as far as it can be secured, in all weathers, the carrying capacity of the boat, which must not be less than 600 passengers, according to the measurement laid down by the Board of Trade—viz. three square feet clear deck space to each.

Novel Steamer.—An iron vessel, named the *Enterprise*, intended for the Deep Sea Fishing Association of Scotland, has been launched on the Clyde. She is about 100 ft. in length, and 16 ft. beam; her measurement about 100 tons, and her engines are 30-horse power. The propelling power, on a totally new principle, by Messrs. Ruthven, of Glasgow, the patentees, requires neither paddles nor screw. One important feature of the invention is that, by a simple movement, the vessel can be either stopped, turned, or backed almost instantaneously, without requiring the steam to be let off, or the machinery stopped, which, with its other advantages, will certainly tend to create a complete revolution in steam navigation.

Goble's Locomotive Assistant.—This is a simple and effective contrivance for lowering or rising the crank-wheels of locomotives without in any way interfering with their gear, consequently, in ascending gradients, or in slippery weather, these wheels are pressed on the rails to give them greater hold or grip, or in particular stages, one pair or more of these crank-wheels can always be kept stationary, or going *reversed*, ready for action, without retarding the engine, simply by using any inferior locomotive, as the guard's van, when upon signal given to apply his peculiar saddle brakes to check the onward momentum, he gradually lowers these driving-wheels to back the train without collapsing, locking, or buffetting, but by a direct jam-drag, without injury to either carriages or rails, and as quick as it is possible mechanical means can do so, as these crank wheels are working while the breakers are still checking the onward progress of the train, when as soon as it is overcome their retarding powers are inert.

How to Stop a Railway Train.—This great end was the object of experiments on the East Lancashire line on Monday. Newall's railway brake being the instrument tried. The result was satisfactory. Two trains at equal speed (40 miles an hour) were tried. The one was brought to a stand by a single person with the new apparatus in 138 yards, while the other, with the old break, ran 800 yards before it was stopped by the exertion of two persons, the guard and driver. The scientific and practical men present, without exception, expressed themselves highly gratified with the results. The new brake has one important feature; it can throw the whole weight of compression by the brakes on every carriage and every wheel of the train at once. We have now an instrument by which we can bring a train to a state of rest, at the entrance of a station, from a speed of 40 or 50 miles, in 300 yards, or in little more than one-third of the space that would be required by the ordinary means. A train with the new apparatus has been on this line from 15th Sept., travelling a total of 5874 miles, and making 2856 stoppages, without the machinery once getting deranged or requiring repair; the wheels of the carriages in the time were little worn, while those with the ordinary brakes would have been worn flat in places to an extent requiring 3-8ths of an inch turning off by the lathe, in diameter, to bring them round, or into shape again. The power of the brakes has been known on a level line to bring the train to a stand, in spite of the tractile power of the engine with full steam on. Another advantage observed is, that the new apparatus gives perfect communication between guard and driver, as the brake need only be applied in a modified degree to attract the notice of either; or, if this was not enough, a bell attached would render the communication more complete. It has been suggested that, as there are periodical meetings of all the great railway authorities in London, their attention should be called to the new agent, and that the train might be sent up to the London and North-Western line, to enable them to test it.

Two Hundred Miles in a Quarter of an Hour.—A Mr. Richardson is maintaining in New York that it is entirely practicable to build an atmospheric tube from that city to Boston (200 miles), through which mail bags or parcels of any description may be regularly, certainly, and safely sent in 15 minutes. He has perfectly obviated the most apparent difficulty, which consisted in the collision of the parcel despatched on reaching its termination. This he has accomplished by the counter-pressure, arising from the elasticity of unexhausted air, thereby reducing the shock until it becomes absolutely imperceptible. A considerable part of the stock for the building of his mail-tube has already been subscribed by American capitalists.

Opening of a New Gas-Works at Melbourne, Derbyshire.—On Saturday evening last the town of Melbourne presented a scene of much gaiety and bustle, occasioned by the opening of a gas-works in the town. Crowds of people gathered together, promenading the streets, for the purpose of witnessing the first "light up" of the new gas, which we may state took place to the infinite satisfaction of all present, both as regards the company and the inhabitants. Great pains have evidently been taken to render these works as complete and as compact as possible, and from our knowledge of such matters we are enabled to state that we never saw a more excellent arrangement, nor a more beautiful and illuminating gas, reflecting very great credit on the contractor, Mr. T. Atkins, of Oxford, whose son (be it to his credit) superintended the whole. On the evening of "lighting up" a beautiful star illuminated the whole of Castle-street, the sight of which gave full evidence of the rich quality of the gas, notwithstanding the inferior quality of the coals used. Measures are now being taken for the supply of good coals, and we may expect when in full operation gas to be manufactured in the highest possible state of perfection. On the Monday following Mr. Atkins gave a sumptuous supper to the men employed on the works, on which occasion the Messrs. Atkins, with several gentlemen, attended, and toasts, speeches, and songs, having occupied the attention of the evening, the company separated, highly delighted with the entertainment. On the whole, the affair went off with great *éclat*.

The manufacture of portable iron edifices is progressing in Belgium. A church of cast-iron is being constructed at Charlerol, which will be removed to Cairo, the place for which it is destined, as soon as completed.

MR. CALVERT'S REPORT ON BERDAN'S CRUSHING MACHINE.

To the Directors of the Cwmheisian Gold Mines in Merionethshire.

Pursuant to your request, I this day attended at the Windsor Iron-Works, in the City-road, to ascertain the efficiency of Mr. Berdan's pulverising, washing, and amalgamating machine, as applied to the reduction of gold ores, and with particular reference to its application to the sulphurets of iron, upon which the amalgamative processes have hitherto proved unsuccessful.

The machine used is what is called a two-basin machine, which has been seen in operation by some of the members of your board, and the construction of which, I presume, it is not necessary for me to describe. My observations will be limited to the operation of the machine, as exemplified in the experiments which were carried on under my direction.

On the premises were some ores supplied from your mines at Cwmheisian, and of which two portions were formed by weight, each of 748 lbs., so as to be nearly one-third of a ton, for the convenience of description in the results. One lot consisted of a sulphuret of iron, rough from the mine; the other, of a silver-lead ore, mixed with quartz and spar, and in the same condition. The two lots were operated upon at the same time. It is an incidental advantage of Mr. Berdan's machine that distinct classes of ore may be operated upon simultaneously, the results being kept separately, a point of a some value in the details of mining practice, as admitting of an accurate account of the results of each description of ore, whether poor or rich. About 20 lbs. of mercury was put in each cast-iron basin, which was then fed with ore during about 30 minutes, each basin being capable of working up about one ton of ore per hour, from which the capacities of the several machines may be calculated. The ore was adequately pulverised. The grand point at which this machine has the advantage of every other is the combined and simultaneous operations of several concurring results, which, whether originally so designed, or not, are most efficacious in producing an instantaneous and perfect result. These are—

The formations of the machine of iron.
The friction of the crushing ore.
The temperature of the mercury as heated.
The introduction of cold water.
The electric oppositions and affinities of the metals employed.

These circumstances concur in producing such electric, electro-thermic, and electro-chemical conditions, as materially favour the desired result. The electric opposition to the gold of the iron in the machine, under a slightly altered temperature, together with the friction attendant on the crushing ore, repels the gold from the ore, whilst the mercury, under an elevated temperature, and an electric agitation, avails itself of its increased affinity to effect its union with the gold. The electric opposition of the iron is maintained by the supply of the water; at the same time, this latter element, in contact with the heated mercury, engenders a like opposition between the expanding metal and the contrary agency of the water. The mercury from these circumstances, likewise, is compelled to seek for the metal in affinity, which, at the same moment, and in the same spot, is under a strong repellent action, arising from the combined causes of water, iron, and friction, above referred to. All these influences combined necessitate a rapid amalgamation of the gold with the mercury, and the most perfect amalgam is the result.

The result of the experiment on the silver-lead ore was a produce of 12 dwts. 6 grs. of gold of 20 carats fine on a quantity of 748 lbs. of ore, being equivalent to 1 ounce 16 dwts. 18 grains per ton.

The result on the sulphuret of iron was 7 dwts. 5 grains of gold of 23 carats fine, being equivalent to 1 oz. 1 dwt. 15 grains per ton. From this experiment, I feel satisfied, not only as to the applicability of the machine to the sulphurets, but as to its general capability of ores, having surmounted what is esteemed the most difficult combination of gold—namely, with the sulphurets of iron. This class of ores consequently becomes available for mining enterprise, and a great addition is made to our mineral resources, as I have already had the means of ascertaining that England is particularly rich in these ores. Of course in a less special degree, a machine so efficient must be the means of producing equivalent results in our gold ores generally, and thereby materially aiding what will rapidly become an important branch of enterprise and wealth.

It is an incidental confirmation of the accuracy of these results, and one in which I was particularly interested, that the quality of the gold produced from the respective ores was in conformity with the characteristics which I have ascertained to belong to them, and of which those engaged in the operative process could not be cognisant. It will be observed, that whilst the silver-lead ore was of higher produce, the sulphuret of iron-gold was of greater purity; and this is a peculiarity which I have recognised wherever gold is brought in contact with iron. In the other ore, the gold will have derived from the silver-lead a portion of its silver, which will account for its being below standard.—189, *Strand*, *Nov.* 11. John Calvert.

MINING NOTABILIA.

[extracts from our correspondence.]

Wheal Eckley (St. Teath).—On Saturday a beautiful first-class 35-in. engine, made by Distin and Chafe, of Devonport, was put to work on this mine, and, to the admiration of a large party present, steamed off in good style. Afterwards the workmen and friends, numbering about 50, sat down to a good dinner in the counthouse, supplied through the generosity of the promoters of the concern, and a most happy and convivial evening was spent. The prospects of Wheal Eckley are exceedingly good, and ere many months elapse it is fairly presumed that she will be in a position to raise ores enough to pay all costs. About 1000 shares have changed hands during the past month.

The Craigwen Mine.—This sett is being worked very vigorously, and a considerable quantity of rich ore has been raised. Samples from two of the lodes have been assayed by Mr. Mitchell, which give about 24 ozs. of silver to the ton. As the mine is unexpectedly returning more than the cost, the committee have thought it prudent to reserve a portion of the shares, more especially as sufficient capital has been already subscribed to carry out the operations directed by Captains Paull and Matthew Francis, without taking any produce whatever into account.

The Kea Wheal Tremain (tin, copper, and mundic) is situate east of Wheal Jane, and on the same vein, and, like that mine, has commenced by making no call on the shareholders, and is now being worked at a profit. The Wheal Jane adit is being extended towards this sett by six men, which will effectually drain the Wheal Jane lode through the Tremain grant, and from the adit, which will give from 60 to 70 fms. of backs. Cross-cuts can be made to cut the other veins, there being no less than four well-known lodes running through this land, and on which rich discoveries have been lately made in the adjoining mine. There is every reason to believe ere long the mines in this district, being situate to the east of the Great Consols, United, and other rich mines, and on the same veins, will become equally as productive as their neighbours; and as capital and attention is now being brought to bear on them, it is to be hoped that great success may attend their efforts, as not only the shareholders will reap the advantage, but the labouring miners in this district will have a starting point from an adit level, instead, as has been the case for very many years, having to work at a depth of from 200 or 300 fms. from the surface.

Wheal Prockter.—There has been lately an important discovery at this mine, and of such a character as to stimulate a great number of buyers to come into the market, and more than 1500 shares have been sold within a fortnight. The St. Teath and St. Kew districts are now becoming of much importance to the mining community, and bid fair ere long to stand pre-eminent for their valuable lead mines.

Lake Superior Copper Mines.—The North American Mine, as you are aware, stands second to none in the country. Its present appearance is all that has been anticipated. During the present navigation season there has been sent to market 180 tons of copper, mostly masses, and before the season closes the amount will reach over 200 tons, from which deduct, say 15 per cent. for rock which adheres to the masses, gives us 170 tons of prime metal, worth in the market $600 per ton. About 50 tons have been cut from the big mass, but before it is entirely removed from the mine spring will be with us again. The present force now engaged in and about the mine is about 175 men; but before the winter passes away the force will be increased to over 200 operatives.

The Cliff Mine, which joins us, is expected to ship more copper this year than during any previous one, and it is gratifying to see that the shipping of our lake is now sufficient to export the products of the mines. The present force at the Cliff is 330 men; and I understand from the manner in which the mine is to be conducted in future, that a much larger force will be required during the coming 12 months.

Of the new mines in this vicinity as yet but little can be said, not enough work having been done to develope them. The Meadow Mine has a force of 12 men, and its appearance justifies a heavy outlay of capital in opening it. The Humboit and Eagle River Mines, under charge of Charles Whittlesey, Esq., I understand, are to be worked this winter; and so far as surface appearances are concerned, I am informed they are of flattering character. The Phœnix remains as usual, the old works being abandoned, and the forces there are engaged in exploring the location.—*Oct.* 13.

The Waller Gold Mining Company.—A report from Mr. St. George Gregg, the resident engineer at Columbia, has just been received by the London management, which, we understand, has recently been reconstituted. Mr. Gregg states, that he had investigated the reports of Mr. Macdaniel and Professor Ansted, to the accuracy of which in nearly every particular he was able to testify. The method of extracting the gold from the ores will be a stamping and washing process, similar to that adopted at the St. John del Rey Mine. The lowest yield of gold, exclusive of the Waller Vein, is—Sandstone, 1*l.* per ton; Tellurium, 3*l.*; Richmond, 4*l.*; Moss, 8*l.*; Goochland, 4*l.*: total, 20*l.* This, divided by five (the number of veins), will give an average yield of 4*l.* per ton. If we deduct from this the cost per ton of extracting the ore, 8*s.*, it will leave a profit of 3*l.* 12*s.* per ton. At this rate of yield, if a bulk of ore of only 25 tons per day be raised, crushed, and amalgamated, it will give a profit of 90*l.* per day, or 26,000*l.* per annum—a sum that would pay 30 per cent. on the capital. The geological formation of the estate is the metamorphic or transition series of rock, traversed by veins of sulphuret of iron, and by iron and copper pyrites, which constitute the matrix of the gold. These being veins of injection, go down to a great depth. To illustrate the inexhaustible character of the ore in this kind of formation, Mr. Gregg has quoted a short extract from Overman, a writer of known ability as a metallurgist, and of European as well as American reputation, who states that circumstances speak very favourable of the gold formation of the southern States (North Carolina and Virginia), where they have a belt of gold ores of unparalleled extent, and immense width. The same writer remarks, that if the gold-bearing localities in Virginia and North Carolina are not equal at present to those of California, they will eventually become of greater importance, and more sure and lasting. The Waller Vein is celebrated for the richness of the ore it has produced. At the surface it only appears in small shoots; but should these become more defined, and join at some depth, and form a regular and strong vein, the most extraordinary results may be realised, some of this ore having yielded at the rate of 450*l.* per ton. The gravel and sand contain a considerable yield of gold. Mr. Gregg further states, that he has no hesitation in confirming the very favourable reports which have been made upon this property, and that he has not seen any other locality in Virginia which combines such natural advantages as this mine affords. He, however, wishes it to be borne in mind, that the mine must be fully opened, and the requisite machinery erected, before large returns can be expected, but when that is done, they will be regular, certain, and lasting, the operations being remunerative in proportion to the scale on which they will be conducted. If worked on a large scale, and judiciously managed, Mr. Gregg is of opinion that the Waller Mine cannot fail to become an exceedingly profitable concern. They were proceeding rapidly with the necessary buildings and works, the cutting and sawing of timber, making of bricks, &c. Mr. Gregg adds, that he fully expects by Christmas next to have the mines completely developed, the steam-engines and machinery in their places, a large quantity of ore at the mills, and the property brought into such a state as to enable him at once to remit gold to London. It is proposed to sink a shaft near the engine, by which both the Waller and Goochland veins may be worked. Some of the upper veins are reported to be richer than the Goochland, and more certain than the Waller.

WEEKLY LIST OF NEW PATENTS.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.

T. Y. Hall: Safety-lamps, and method applicable to smoke consumption.—**S. Taylor**: Apparatus for generating carbonic acid gas.—**W. Pearce**: Excavating tools by machinery.—**J. Onions** and **S. Bromhead**: Steam-engine boilers.—**W. Russell**: Manufacture of copper tubes.—**J. France**: Mortising-machine.—**G. Gourgas**: Buffer traction or suspension springs.—**J. F. F. Challeton**: Carbonizing and distilling peat, &c.—**S. Loyd, jun.**: Turntables.—**H. and A. Cook**: Communication between guard and driver.—**H. Bentley**: Steam-boilers, and fixing same.—**T. Connell**: Safety apparatus and signals on railways.—**T. Walker**: Railway-break.—**H. Greenfield**: Power from carbonic acid gas.—**J. D. Young**: Casting.—**A. Hett**: Smoke prevention.—**J. Fordred** and **T. Boyle**: Daylight-reflectors.—**G. H. Palmer**: Air-furnaces for fusion of steel, &c.—**W. Penrose**: Reduction of silver ores.

WEEKLY LIST OF PATENTS SEALED.

J. Reeves, Bridgwater-gardens, Barbican—Improved machinery for forging, stamping, crushing, or otherwise.
T. Claridge, Bilston—Improved machinery for cutting and shearing metals.
G. F. Goble, Fish-street Hill—Improvements in locks. [kitchen sinks.
T. and J. Chambers, Thorncliff Iron-Works, near Sheffield—Improvements in
E. Walmsley, Heaton Norris—Improved modes of preventing accidents arising from an insufficient supply of water in steam-boilers.
G. England, Hatcham Iron-Works, New-cross—Improvements in screw-jacks.
G. Kane, Dublin—Construction of portable houses, or portions thereof, out of parts, which may be used for other purposes. [bodies.
A. Chaplin, Glasgow—Improvements in apparatus for the transmission of aeriform
T. S. Holt, Manchester—Improvements in steam-engines, which improvements are also applicable to the machinery or apparatus connected to steam-boilers. [tap.
S. Wright, Church-street, Shoreditch—Making a gas, steam, air, or liquid safety-
C. Cowper, Kensington—Improvements in steam-boilers. [communication.)
L. G. D. B. D. Ducayla, Bourdenux—Improved manufacture of artificial fuel. (A
W. Weatherley and **W. Jordan**, Chatham—Improvements in the stuffing-boxes of
M. Scott, Birkenhead—Improvements in propelling. [piston-rods.
S. Solomon, Aldgate, and **S. Mill**, St. George's-in-the-East—Improvements in axle-boxes for locomotive engines, railway and other carriages, applicable to the bearings of machinery. [milar wares.
F. Ransome, Ipswich—Improvements in the manufacture of artificial stone and si-
J. Billings, Greenwich—Improvements in roofing buildings.
W. Smith and **T. Phillips**, Snow-hill—Improved boiler.
W. Baines, Coverdale-terrace, near Birmingham—Improvements in railways.
W. Longmaid, Beaumont-square, Mile End—Improvements in the manufacture of manure.
J. Heritage, Warwick—Improvements in the manufacture of bricks, pipes, tiles, coping, and such other articles as are or may be moulded in clay.
J. Stevens, Edinburgh—Improved axle-box for railway carriages and waggons.
M. Poole, Avenue-road, Regent's-park—Improvements in crushing and pulverising quartz and other substances.
T. C. Medwin, Blackfriars-road—Improvements in steam-engine boilers.
A. V. Newton, Chancery-lane—Improved construction of steam-hammer.
W. Grimshaw, Morsley, Ireland, and **E. Rowland**, same place—Improvements in the manufacture of bricks.
J. Amory, Boston, United States—Improvements in furnaces.
T. Fearnley, Bradford, Yorkshire—Improvements in steam-boilers.
J. R. Danks and **B. P. Walker**, both of Wolverhampton—Improvements in machinery or apparatus for the manufacture of nails. [lamp-burners.
J. T. Stroud, Birmingham—Improvements in the valves of pressure-lamps, and in
C. R. N. Palmer, Amwell—Improved mode of communicating or signalling between the guard and engine-drivers on a railway train; also applicable to other purposes.
F. Higginson, King William-street—Improvements in the means of setting in motion and propelling ships, vessels, and boats of every description, upon seas, rivers, canals, and inland waters.
M. Riers, Madrid—Improvements in fire-arms.

AUSTRALIA.—An EXPEDITION will SHORTLY SAIL for SYDNEY, consisting of three capitalists, accompanied by an engineer, for the purpose of WORKING the AURIFEROUS RIVERS of NEW SOUTH WALES by NEW MACHINERY, constructed for that special purpose, and patented by them. One or two more gentlemen, with not less than £300 each, can be admitted to join this party by an early application. As first-rate City references can be given, no communications will be answered unless accompanied by similar references as to means, &c.—Address, by letter only, to "D. R. S.," Mr. Gilbert's, 18, Gracechurch-street, London. 70

STEWARTRY OF KIRKCUDBRIGHT.—TO BE LET, for such period as may be agreed on, WOODHEAD LEAD MINES, in the parish of Carsphairn, Stewartry of Kirkcudbright, N.B. These mines have been worked by the proprietor since the year 1838, when the ore was first discovered near the surface, and they have yielded a considerable quantity of lead of the best quality. They are in complete working order, having every convenience for crushing, dressing, smelting, and refining, with suitable buildings and houses for the workmen.

A plan of the workings, and further information, may be obtained on application to Alexander Smith, W. S., Edinburgh; to Messrs. Carson Brothers, Liverpool; or to Mr. William Jones, Woodhead Lead Mines, Carsphairn, by Ayr, the latter of whom will show the mines, and furnish all necessary particulars. 75

TO BE LET, some valuable MINES of ANTHRACITE and other COAL and IRONSTONE, situate at Llangennech, in the county of Carmarthen, adjacent to, and of the same quality as, the mines worked by the Llangennech Company.—For particulars, apply to Mr. James Wickens, 1, Chandos-street, Cavendish-square, London; or to Mr. Joshua Richardson, Neath, Glamorganshire. 77

SAN FERNANDO SILVER-LEAD MINING AND SMELTING COMPANY.—NO APPLICATION FOR SHARES in this undertaking, can be RECEIVED AFTER the 17th November inst.

For the Gerants, C. W. GRAHAM, Agent.
16, Bishopsgate-street Within, Nov. 12, 1853. 71

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—At an EXTRAORDINARY GENERAL MEETING of the shareholders of the above company, held, pursuant to notice, at the Freemasons' Tavern, Great Queen-street, Lincoln's Inn-fields, this 9th day of November, 1853, for the purpose of confirming the undermentioned resolution, passed at the Second Annual General Meeting, held on the 31st ult.,

F. D. MASSY DAWSON, Esq. (vice-chairman), in the chair, 60

It was moved, seconded, and carried unanimously:—

That the following resolution be confirmed:—"That the capital of the company be increased to the extent of £15,000; that such capital be raised by the issue of 30,000 additional shares at par, such shares to be offered, in the first instance, to the holders of original shares *pro rata*; any shares not taken *pro rata* to be offered to the holders of original shares; any surplus to be allotted generally by the board."

It was also moved, seconded, and carried unanimously:—

That a vote of thanks be given to the chairman for his able conduct in the chair.

By order, GEORGE F. GOODMAN, Sec.
11, Adam-street, Adelphi, Nov. 9, 1853.

AGUA FRIA GOLD MINING COMPANY.—The directors have now RECEIVED, per *Atlantic*, the REPORT from the MINING ENGINEER, which they had hoped would reach them in time for the general meeting, and at once submit it to the shareholders.

Gold Hill Mines, Grass Valley, Sept. 29, 1853.—DEAR SIR: In reporting to you the progress made at these mines since the commencement of the year, I have great pleasure in stating that the general impressions obtained on my first visit here, as to the condition and prospects of these mines, are fully confirmed by further investigation, and the results of the trials of the veinstone we are at present raising. 62

Our operations at Gold Hill for the better development of the mines, since February, have been the timbering and laying down of the rails in the adit level, to connect the mine with the stamps, the construction of a tramroad of 900 ft., to supply the engine with clear water, a reservoir of 160 ft. long by 15 ft. wide. A water race to bring the water from our adit level into the reservoir.

We have sunk three shafts on Gold Hill, one 75 ft. deep, the other two 60 ft. each. We have driven three levels to intersect the east and west vein from our adit, and have now a breastwork of 200 ft. of the vein, varying in thickness from 1 ft. to 2 ft.; some portions of it are exceedingly rich. It improves as we advance westward. We are now approaching the ground from where the Gold Hill Company obtained their richest veinstone in 1851, but which they could not continue to work in consequence of the water. I crushed 10 cwts. from the richest part of the vein on Saturday last, and, after washing it in a very rough manner, obtained a result of 6½ ozs. of gold, or at the rate of $181 per ton of veinstone.

My operations at the Gold Hill Mines, as I named in my last report, have principally been in opening out and developing the mine, so that, on the completion of our new mill, we might be in a position to raise large quantities, and the returns made up to the 12th of August, of 2440¼ ozs. of gold, have been the result. We have a stock of upwards of 1000 tons of ore at our mill, and can now raise and deliver our veinstone, notwithstanding the high price of labour, at the mill for $5 per ton. The cost of reduction at our crushers, so far as I can judge from the experiments we have made, will be under $2 per ton.

We are making rapid progress with our erections. The large engine and two pair of crushers are finished. We are now busy with the stamps, amalgamating apparatus, arrangement for raising the veinstone to the crushers, furnace for treating the sulphurets, &c. I may say that all our heavy work is finished, but it will yet be some weeks before the mill will be ready to work. The trial I have made of the large engine and crushers has been exceedingly satisfactory, and I see no reason to alter the opinion expressed to Mr. Hepburn in my letter of the 26th February.

Signed, MELVILLE ATTWOOD.

To W. J. VIAN, Esq., Secretary to the Agua Fria Gold Mining Company, London.

The opinion referred to in Mr. Attwood's letter of 26th February is as follows:—

"When our large crushers are at work, we may calculate on obtaining 120 ozs. to 150 ozs. of gold per day, from the same description of ores that we have been working this week."

By order, WILLIAM J. VIAN, Sec.
3, Old Broad-street, City, Nov. 10, 1853.

ASSAYING.—CITY SCHOOL OF CHEMISTRY AND ASSAY OFFICE, DUNNING'S ALLEY, BISHOPSGATE STREET WITHOUT. Conducted by JOHN MITCHELL, F.C.S., Author of Manual of Practical Assaying, Manual of Agricultural Analysis, Treatise on the Adulteration of Food, Metallurgical Papers, &c. ASSAYS and ANALYSES of MINERALS, METALS, and every manufacturing product.

SPECIAL INSTRUCTION in ASSAYING and CHEMISTRY for gentlemen intending to proceed to the colonies.

All enquiries respecting scale of fees, &c., to be addressed as above. 76

NEW PATENT ACT, 1852.—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 166, Strand. 72

RAILWAY WAGONS.—WM. A. ADAMS, MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GUAGE COAL AND IRONSTONE WAGONS,

IN STOCK—FOR SALE OR HIRE. 72

ANTWERP AND ROTTERDAM RAILWAY COMPANY.—The Board of Directors of this company beg to inform the shareholders that a CALL of TWENTY-FIVE FRANCS, or ONE POUND per share, has been decided upon, which will be PAYABLE on the 15th day of November next.

The payments can be made in London at the bank of Messrs. Masterman and Co., 35, Nicholas-lane; in Brussels, at the bank of Messrs. Matthieu and Son; in Paris, at the bank of Messrs. Martineau, 18, Rue de Provence; and in Rotterdam, at the bank of Messrs. Ezechiels and Son.

The certificates must be left at the offices of the company, 16, Cannon-street, five days previous to such payment being made. Those shareholders who may not have paid this call by the above-named day will be liable to pay interest on the amount thereof, at the rate of 5 per cent. per annum from that day.

By order, RIXON AND SON, Solicitors to the Company.
11, King William-street, London, Oct. 12, 1853. 73

CHESTER AND HOLYHEAD RAILWAY.—COMMUNICATION BETWEEN ENGLAND, SCOTLAND, and IRELAND, VIA HOLYHEAD.

Notice is hereby given, that on and after the 1st December, 1853, the THROUGH BOOKING ARRANGEMENTS for PASSENGERS will be CONFINED EXCLUSIVELY to the EXPRESS VESSELS of the CHESTER AND HOLYHEAD COMPANY, which leave Kingstown at 9 A.M., and Holyhead at 5.30 P.M.

By order, J. O. BINGHAM.
General Manager's Office, Chester, Oct. 24, 1853. 74

SITUATION WANTED by a GENTLEMAN as MINING ENGINEER ABROAD (Australia being preferred), where a thorough knowledge of practical mining, geology, mineralogy, and assaying of every metal, would be useful or required. Satisfactory references as to respectability and integrity, and testimonials of capability, can be given.—Apply to "E. S. R.," Jerusalem Coffee House, Cowper's-court, City. 75

MANAGER OF IRONWORKS, OR COPPER SMELTING WORKS, &c.—A GENTLEMAN of great experience wishes for an APPOINTMENT as GENERAL MANAGER of an IRONWORKS, or COPPER SMELTING WORKS. He would not object to take the management of a large colliery, or copper or lead mines. Respectable references will be given.—Application to be made to "Delta," Post-office, Swansea, South Wales. 76

WANTED, by a PRACTICAL MAN, a SITUATION as FORGE and MILL MANAGER. Satisfactory reference can be given.—Address, "X. Y. Z.," Post-office, Dudley Port, Tipton. 77

TO THE TIN-PLATE TRADE.—A WHOLESALE HOUSE in the COUNTRY wishes to take an AGENCY for TIN-PLATES.—Address, "X. Y.," *Mining Journal* office, 26, Fleet-street, London. 78

TO ENGINEERS, BOILER MAKERS, AND OTHERS.—WANTED, a good SECOND-HAND WAGGON BOILER, capable of holding from 1700 to 2000 gallons; also, a SMALL HIGH-PRESSURE, or WAGGON BOILER, capable of containing from 500 to 600 gallons; to be delivered near Stratford, Middlesex.—Apply, stating exact dimensions and price, to "X. Z. A.," No. 12, Lewis-street, Kentish-town, London. 79

DREDGING MACHINE.—WANTED, either to PURCHASE or HIRE, a good DREDGER, of from 15 to 25-horse power, for RIVER WORK.—Apply, with full particulars, to Mr. J. T. Leather, Leventhorpe Hall, Leeds. 80

STEAM-ENGINES BY MAUDSLAY AND CO.—TO BE SOLD, BY PRIVATE CONTRACT, together or separately, FOUR STEAM-ENGINES of 40-horse power, made by Messrs. Maudslay, Sons, and Field. Have been in work about twelve months only, and are quite equal to new; they can be worked as high-pressure or as condensing engines.—For further particulars, apply to Messrs. Fuller and Horsey, 13, Billiter-street, London. 81

STEAM-ENGINE FOR SALE.—TO BE SOLD, a HIGH-PRESSURE BEAM ENGINE, lately erected and nearly new, and in complete repair, together with COLLIERY WINDING GEAR, if required; cylinder 22 inches diameter, and 6 feet stroke, estimated to be 60-horse power; boiler, with tube, 11½ tons.—Apply at the Millbrook Ironworks, Swansea. 82

STEAM-ENGINE of 8-horse power, nearly new, FOR SALE, with BOILER, and all the necessary apparatus; rollers from the Eagle Foundry, drums, and belts, complete. Price £250.—Apply to Mr. G. Ferris, No. 1, Queen-street, Exeter. 83

FOR SALE,—A SECOND-HAND SIX-WHEELED LOCOMOTIVE ENGINE and TENDER, in good order; will be sold a bargain.—Apply to George Worsdell and Co., railway wheel and axle manufacturers, Warrington. 84

BOSORN MINE.—NINETY (2400ths) SHARES FOR SALE, price nett £2 per share.—Apply to Mr. Carthew, mining offices, St. Just, near Penzance. 85

BLAENAVON IRON AND COAL COMPANY.—TWENTY SHARES in the above company FOR IMMEDIATE SALE.—Apply to Mr. Bridgewater, 31, South Molton-street. 86

TO BE LET FOR A TERM OF YEARS, OR SOLD, a valuable TRACT, containing all the well-known VEINS of ANTHRACITE COAL and IRON MINE of the county of GLAMORGAN.—For further particulars, apply to "D. E. F.," Post-office, Neath. 87

CHEADLE (CALAMINE) BRASS.—This BRASS, of the finest quality (made at the Cheadle Company's Works), may be PURCHASED from Mr. G. Aston, agent, Shropshire Union Wharf, Crescent, Birmingham; Mr. Rutherford, agent, 23, Norfolk-street, Sheffield; or Mr. Cheil, at the works, Cheadle. 88

NOTICE.—TREBURGET CONSOLS MINING COMPANY.—The public are hereby CAUTIONED against PURCHASING any of the SHARES in this company numbered from 501 to 982, and from 1001 to 1518, inclusive; the same having been FRAUDULENTLY OBTAINED, consequently will not be recognised by the company. J. HUNTER, Sec. 89

NATIONAL BRAZILIAN MINING ASSOCIATION (COCAES AND CUIABA).—The ADJOURNED MEETING, to receive the Report of the Committee appointed by the shareholders, will be HELD at the London Tavern, on Thursday, the 17th inst., at Two o'clock precisely. JOSIAH BATES,
26, Throgmorton-street, Nov. 7, 1853. 90

ALTEN MINING ASSOCIATION.—Notice is hereby given that at the ANNUAL MEETING of the shareholders held this day, a DIVIDEND of FIFTEEN SHILLINGS per share was declared out of the profits for the year ending 31st March last, and is PAYABLE on and after Monday, the 21st instant.

The scrip certificates are required to be left at the offices two clear days, to have the dividend marked thereon. EDWARD J. COLE, Secretary.
Offices, No. 2, New Broad-street, Nov. 4, 1853. 91

WILDBERG GREAT CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the WHOLE of the SHARES HAVE BEEN ALLOTTED, and the LETTERS OF ALLOTMENT have been ISSUED this day.

By order of the Committee of Management,
WILLIAM COOPER, Sec.
London Agency, 1, Charlotte-row, Mansion House, Nov. 8, 1853. 92

DHURODE COPPER MINE (COUNTY CORK, IRELAND).—The SECOND DIVIDEND, due on the shares in this company, will be PAID at the offices of the company, No. 26, Throgmorton-street, on Tuesdays and Fridays during this month, between the hours of Twelve and Two o'clock.

N.B. The certificates must be left for registration on the Mondays and Thursdays previous.—Nov. 10, 1853. 93

ARUNDELL COPPER MINES, NEAR ASHBURTON, DEVON.—A GENERAL MEETING of the shareholders of this mine will be HELD at the offices of the company, 26, New Bridge-street, Blackfriars, on Tuesday next, the 15th November, at Two o'clock. 94

RED DRAGON MINE, MERIONETH.—The FIRST ANNUAL GENERAL MEETING of the adventurers in this mine will be HELD at No. 4, King-street, Cheapside, City, on Monday, the 14th of November, at Twelve o'clock precisely, to elect the Committee of Management for the ensuing year, and on the general business of the company. WILLIAM HY. SMITH, Purser.
London, Oct. 28, 1853. 95

MINING SHARES.—Mr. CARTHEW, not being a dealer, TRANSACTS BUSINESS ONLY for PRINCIPALS on COMMISSION, has SHARES FOR SALE in Boscean, Carnyorth, Penzance Consols, East Bosorn, Levant, Spearne Consols, Trelusback, Wheal Carne, Wheal Bal.

N.B. All instructions will receive immediate attention.
Mining Offices, 12, Lafrowda-terrace, St. Just, near Penzance. 94

MINING SHARES FOR SALE.—The undersigned is enabled to submit SHARES at the following PRICES:—

Bryntail, £1¼.	Mixon Great Consols, 16s.	Tremollett Down, 50 at 4s.
St. Austell, £1½.	Mary Ann, £43.	Trevallack, 20 at 5s.
Cwm Darren, 9s.	New E. Crownd., 200 at 6s.	Tamar Maria, 12s. 6d.
Caradon Wood, 4s. 6d.	Norbury, 10s.	Trebell, 5s. 6d.
Churchstoke, 12s. 6d.	North Hingston, 2s.	Tincroft, £5½.
Crookhaven, £10½.	Pendeen Consols, £1¼.	Wheal Kitty, £5½.
Clowance Wood, 7s.	Peninsular, 15s.	West Providence, £45.
Combmartin, 5s.	Prince Albert, £2½.	Weston, £2.
Devon Buller Great Cons., 25 at 8s.	Perran Wh. Jane, 17s. 6d.	Wh. Harriett, 100 at 10s. 6d.
East Bosorn, 6s.	Perran Wh. Alfred, 15s.	Wheal Maudlin, 10s.
Exmoor Eliza, £1 1s.	Ritton Castle, 8s. 6d.	West Wheal Fanny, 2s. 6d.
Great Sheba Consols, £20.	Sourton Consols, 100 at 6s.	West Holmbush, 2s.
Great Wheal Hugo, 9s.	StokeClimslandWest, 2s. 6d.	Worthing, 5s.
Langford, 6s.	South Mary Ann, 2s. 6d.	Wood Mine, 50 at 6s.
Lonsdale, £5.	South Creaver, £1.	Wheal Golden, £2¾.
Monarch, 9s.	Trannack Consols, 10s.	Wheal Edward, 40 at £2¼.
	Treleigh Consols, £2¾-3.	

N.B. Low-priced shares in other mines of good promise, subject to only small periodical calls, to be had on application; and impartial advice will be given as to their merits when required.

Letters addressed (post paid) to CHARLES GURNEY, mining commission agent, Hall of Commerce, Threadneedle-street, London, will meet prompt attention. 97

RUABON, DENBIGHSHIRE.

MR. R. W. JOHNSON WILL SELL, BY AUCTION, at the Wynnstay Arms Hotel, in Ruabon, on Monday, the 14th November, 1853, at Three o'clock in the afternoon precisely (in the several Lots, and subject to the conditions to be declared at the time of sale), VALUABLE FARMS, MESSUAGES, MINES, and BUILDING SITES.

LOTS 1 to 18.—All those PIECES or PARCELS OF LAND marked out as building sites, with the several cottages thereon, the land being in the occupation of Jonathan Jones, and the cottages in the several occupations of Susan Davies and Edward Jones, situate at Rhosllanerchrugog, in the parish of Ruabon, and near to Watkin Rees's collieries. These pieces have been divided into 18 Lots for the convenience of purchasers, each comprising from 5 to 12 roods of land, of 64 square yards to the rood, and will be intersected by accommodation roads.

LOT 19.—TWO MESSUAGES and GARDENS, and THREE CROFTS, containing 3 acres or thereabouts. Tenant, Mrs. Sarah Griffiths.

LOT 20.—CAPITAL MEADOW, containing 1¾ acre. Tenant, Jonathan Jones. 99

LOT 21.—TWO COTTAGES and GARDENS. Tenants, D. Davies and Di. Salusbury.

LOT 22.—COTTAGE and GARDEN. Tenant, William Hughes.

LOT 23.—TWO CAPITAL MEADOWS, containing 4½ acres. Tenant, Rd. Pritchard.

(The last-mentioned five lots nearly adjoin the first 18 lots. The mines and minerals under the whole of the above-mentioned lots are reserved, and will be sold as part of Lot 28.)

LOT 24.—EXCELLENT FARM-HOUSE and BUILDINGS, called RHOS LODGE, with the capital land belonging, containing 19A. 2R. 18P., in the occupation of Mr. Edward Roberts, with the very valuable mines of coal and ironstone thereunder. This lot is situated near to Rhosllanerchrugog Hall, and possesses a right of sheep-walk.

LOT 25.—FOUR CAPITAL MEADOWS, containing 6A. 0R. 15P., near Pant-y-garn. Tenant, Mr. William Pugh.

LOT 26.—FIELD adjoining, containing 3A. 2R. 23P., called CAE BYCHAN. Tenant, Mr. William Pugh.

LOT 27.—DESIRABLE FARM, with well-built HOUSE and BUILDINGS, and the FARM LANDS thereto belonging, containing 21A. 0R. 27P., with the minerals thereunder, and a right of sheep-walk, called PANT-Y-GARN. Tenant, Mr. William Pugh. It is believed that there are valuable veins of lead ore under this lot.

LOT 28.—PIECE OF LAND, being the site of a colliery, lately worked by Messrs. Phillips and Dodd, and called the Rhos Colliery, next adjoining the first 18 lots; together with the coal pit thereon, and the mines and minerals thereunder, and under the first 23 lots.

Printed particulars, with lithographed plans, and further information, may be obtained upon application to the auctioneer; and at the offices of Messrs. James and Owen, solicitors, Wrexham.

VALUABLE MINE MATERIALS FOR SALE.

MR. LITTLE WILL SELL, BY AUCTION, on Tuesday, the 15th of November inst., commencing at Ten o'clock precisely, at CRANE AND BEJAWSA MINE, in the parish of Camborne, the whole of the MATERIALS in and upon the said mine, comprising ONE 70-inch cylinder PUMPING-ENGINE, 8 feet stroke in the shaft, and 10 feet in the cylinder, with two boilers, about 12 tons each.

2 oak balance-bobs, gudgeons, & brasses, complete.
2 capstans.
2 shears, pulleys, &c.
22 9 ft. 15 in. pumps.
1 9 ft. 17 in. pump.
21 9 ft. 13 in. pumps.
20 9 ft. 9 in. pumps.
13 9 ft. 8 in. pumps.
1 4½ ft. 15 in. matching-piece.
1 4½ ft. 13 in. matching-piece.
2 4½ ft. 9 in. matching-piece.
1 12 ft. 14 in. working-barrel.
1 12 ft. 12 in. working-barrel.
2 12 ft. 8 in. working-barrel.
2 10 ft. 8 in. working-barrel.
1 16¼ in. H-piece.
1 14 in. H-piece.
1 9 in. H-piece.
1 7 in. H-piece.
1 16 in. top doorpiece.
1 14 in. top doorpiece.
1 9 in. top doorpiece.
1 7 in. top doorpiece.
1 14 in. clack doorpiece.
2 12 in. clack doorpieces.
3 8 in. clack doorpieces.
1 16 in. plunger-pole.
1 12 in. plunger-pole.
1 8 in. plunger-pole.
1 7 in. plunger-pole, with polo case and stuffing box, clacks, seats, and valves.
1 14 in. windbore.
2 12 in. windbores.
4 8 in. windbores.
1 9 in. windbore.
40 fms. 1½ in. bucket-rods.
30 fms. 1¾ in. bucket-rods.
Lot flange-pins and pump-rings.
2 14 in. brass buckets, with prongs.
Lot staples and glands.
20 fms. 12 and 13 in. main rods.
14 pairs hammered strapping-plates, and pins to fit.
130 fms. 8 in. rods.
31 pairs strapping-plates to match.
16 flat rod sheaves, 22 in. diameter.
3 horse-whims, with sheaves, &c.
150 fms. 8 in. horse-whim rope.
160 fms. 13 in. capstan-rope.
90 fms. 9-16ths capstan-chain.
200 fms. 7-16ths chain, almost new.
8 horse-whim kibbles.
180 fms. shaft ladders.
2 42 in. smiths' bellows, in excellent condition, nearly new.
1 36 in. smiths' bellows, in excellent condition, nearly new.
2 large anvils, and 1 smiths' vice.
1 turn mandril.
1 smiths' horse, with a good assortment of smiths' tools.
1 screw-stock, with plates and taps from 1½ in. to 1¾ in.
Large beam and scales, ore beam and scales, sundry small ditto.
40 miners' chests.
1 air-machine, with about 40 fms. air-pipes.

Also, a large assortment of miners' tools of every description; large yokes and glands; several breakstaff jigging machines, and other dressing apparatus; a large quantity of excellent timber; sheds; wheelbarrows; and numerous other articles.

The auctioneer can with every confidence recommend the above materials to the notice of mine agents and others, as being of first-rate quality.—Further information may be had of the agents on the mine; or of the auctioneer, Redruth.

Dated Redruth, Nov. 1, 1853. 98

WATER GROVE LEAD MINES, FOOLOW, NEAR BAKEWELL, DERBYSHIRE.
TO ENGINEERS, MINERS, CONTRACTORS, BROKERS, AND OTHERS.
Very IMPORTANT SALE of MINING PLANT, MACHINERY, MATERIALS, &c.
ATMOSPHERIC ENGINE and BOILER, WORKING-BARRELS, PUMP-TREES, SMITHS' and MECHANICS' TOOLS, CAPSTANS, WHIMSIES, BUILDING MATERIALS, STORES, &c.

MR. WHEATLEY KIRK most respectfully announces that he is favoured with instructions from the directors and proprietors of the well-known WATER GROVE LEAD MINES, Foolow, near Bakewell, in Derbyshire, to SELL, BY AUCTION, on Wednesday, Nov. 16, 1853, commencing at Eleven o'clock for Twelve o'clock precisely, all their valuable WORKING PLANT, MACHINERY, MATERIALS, &c., used in working the above mines:—viz., Atmospheric engine and boiler; powerful capstan; whimsies, two 22-in. plungers, with H-pieces, stuffing boxes and glands, clack-pieces, wind-bores, &c.; also four drawing lifts, with 18-in. working-barrels, and two with 12-in. working-barrels, all the mechanics and smiths' tools, anvils, bellows, &c.; also a large quantity of exceedingly valuable ropes, blocks, chains, ladders, &c.; together with all the stores, and the valuable building materials of stone, wood, blue slate, windows, &c., forming the engine and boiler house and other outbuildings. 100

Full particulars in catalogues, which may be had at the offices of the auctioneer, 24, Princess-street, Manchester, and at 4, Kirkgate, Leeds, or by post on receipt of eight stamps.

PAIR of most magnificent HIGH-PRESSURE COLUMN ENGINES (coupled), of 16-horse power each, with their TWO BOILERS, and valuable MILL GEARING, the whole warranted the genuine manufacture of the far-famed engineers, Messrs. William Fairbairn and Sons, of Manchester.

MR. WHEATLEY KIRK is instructed to SELL, BY AUCTION, on Monday, the 14th day of November, 1853, commencing at Eleven o'clock for Twelve o'clock precisely, on the premises of the Mill in Dyche-street, Rochdale-road, Manchester, the following very valuable STEAM-ENGINES, MILL GEARING, &c.:—viz., a pair of truly valuable and highly-finished COLUMN ENGINES (coupled), of 16-horse power each, bore of cylinders 16 in., stroke 2 ft. 6 in.; two HIGH-PRESSURE BOILERS, 20-horse power each, on the Cornish principle, to fire inside, and flue through, with steam domes in each; and all the MOUNTINGS, DOOR BARS, and FIRE BRICKS; all the valuable MILL GEARING and SHAFTING; large WROUGHT-IRON CISTERN, holding upwards of 2000 gallons; the ASHLAR STONE BED FRAMING, the ENGINE FOUNDATION, and other valuable effects.

N.B.—The engines, boilers, and mill gearing, are warranted the genuine manufacture of Messrs. William Fairbairn and Sons, have been but little used, and are almost equal to new.—Further particulars in catalogues, which may be had, with every information, at the offices of the auctioneer, 24, Princess-street, Manchester, or by post on receipt of four stamps. 101

A 30-inch CYLINDER STEAM-ENGINE FOR SALE.

NANSEGOLLAN MINE, CROWAN, CORNWALL.—TO BE SOLD, BY PRIVATE CONTRACT, an excellent 30-inch cylinder STEAM-ENGINE, 9 ft. by 8 ft. stroke (manufactured within the last two years by Messrs. Sandys, Vivian, and Co., Hayle Copperhouse), with one boiler, about 9 tons, cistern, and all wood work of engine-house and boiler-house, &c. 102

For a view of the same, apply to Capt. John Reynolds, Nansegollan Mine, Crowan; and for further particulars, and to treat for the same, application must be made to Capt. Nicholas Vivian, Camborne; or to Mr. Henry V. Newton, auctioneer and licensed emigration agent, Camborne.—Camborne, Cornwall, Oct. 20, 1853.

TO BE SOLD, BY PRIVATE CONTRACT, the SCORE LEAD MINE, with all the MATERIALS, &c., belonging thereto, and which is held under lease for 21 years, only two years of which is expired. The above is worthy of notice to mining capitalists, the mine having raised considerable quantities of ore at different times, at a shallow depth, and is situated in the productive mining district of Flintshire, near the mines of Talargoch and Bodelwyddan, which have been worked to considerable profits for a long period.—Further particulars may be known on application to Mr. John B. Lightoller, Milwr, Holywell, Flintshire.—Oct. 25, 1853. 103

TO COLLIERY PROPRIETORS.—ELIGIBLE INVESTMENT.—TO BE SOLD, BY PRIVATE CONTRACT, the GARTH COLLIERY, extending under 450 acres, containing veins of very superior coal for steam and smelting purposes. The colliery is 4½ miles from Swansea, and in the immediate vicinity of extensive copper, tin, and patent fuel works, with the advantage of transit on both sides of the river to the harbour.—Apply to the Garth Coal Company, Swansea, Glamorganshire. 104

COLLIERIES, COPPER SMELTING, AND IRONWORKS.—TO BE LET, several extensive FIELDS of ANTHRACITE and BITUMINOUS COAL, IRONSTONE, and FIRE CLAY; as well as MARBLE and LIMESTONE QUARRIES. Also, first-rate SITES for the ERECTION of COPPER SMELTING ESTABLISHMENTS, IRONWORKS, PATENT FUEL MANUFACTORIES, and FIRE-BRICK WORKS. The whole being near good seaports, and intersected by the South Wales and Llanelly and Llandilo Railway, and the Gwendraeth Canal.—Apply to Mr. W. Rosser, mineral surveyor, Llanelly. 105

IMPORTANT TO IRONMASTERS.—NOTICE.—That a large quantity of IRON ORE, on the Mulgrave Estate, near Whitby, belonging to the Marquess of Normanby, is now ready TO LET. This immense seam runs for about five miles along the cliffs facing the German Ocean, is from 8 to 15 ft. in thickness, and is allowed by competent authority to be much the richest ironstone yet discovered in Cleveland. It is within 16 miles by sea of Hartlepool, and 20 of Middlesbro', both the above places now becoming celebrated for the manufacture of iron. The seam will be divided, so as to suit companies; and further information may be obtained, on application to Mr. Kerr, at Lythe Hall Office, near Whitby.

Lythe Hall, October 7th, 1853. 106

VALUABLE AND EXTENSIVE SALE OF MACHINERY.
RADFORD COAL WORKS, PAULTON, SOMERSET.
TO COAL PROPRIETORS, ENGINEERS, FOUNDRYMEN, AND OTHERS.

MR. BLINMAN begs respectfully to notify, that he is honoured with instructions from the proprietors to SELL, BY AUCTION, without any reservation, on Tuesday, the 15th day of November, 1853 (and following day, if required), commencing punctually at Eleven o'clock in the morning, all the extensive and truly valuable MACHINERY and PLANT lately used in working the RADFORD COAL WORKS; also, the HORSES, CARTS, TIMBER, and an extensive assortment of SUNDRY EFFECTS:—

Comprising a valuable, powerful, and nearly new double-acting steam-engine, for winding, 31-in. cylinder, with suitable air-pump, condenser, and two boilers attached to the same, the whole being complete. This engine was erected at a great expense, and is considered by eminent engineers to be the best and most efficient worker in the neighbourhood. One powerful engine for pumping, with cylinder 10 ft. long, 44-in. diameter, capital boiler, and all the other necessaries thereto belonging; 70 fms. of 7 and 8-in. lifting pumps; various rods, with iron straps, cap-heads, bolts, &c.; capstans; 2 flat-grooved wheels, with gudgeons, shear-blades, straps, &c.; 200 fms. of 6-in. flat rope, 58 fms. 2¼-in. round rope, 320 fms. 1¼-in. ditto, 40 fms. 1-in., and 50 fms. 1-in. new ditto; iron hudges; one 18-in. cylinder, with piston and top complete; two powerful lifting cranes and chains, iron screens, blocks, three punching-engines, 10 iron and 6 wood tram-waggons, 24-ft. diameter horse drum, weighing engine (by Cockey), a large quantity of tram-plates, wrought-iron, cast troughs, screw-jack, 10 fms. of new tools for boring; quantity of old metal, &c.; a general assortment of smiths and carpenters' tools; stock of timber in the round; also, oak, elm and ash planks and boards; one 4½-in. and one narrow-wheel cart, two powerful cart-horses, breech and trace harness, with a multiplicity of Lots too numerous for an advertisment.

Descriptive particulars in catalogues are in course of preparation, and may be obtained one week prior to the sale, at the works, where a person will show the property; or at the auctioneer's offices, Temple Cloud.

Radford is situate about eight miles from Bath, 13 from Bristol, and adjoins the Somersetshire coal-canal,—Dated Temple Cloud, near Bristol, Oct. 3, 1853.

TO CAPITALISTS, COAL PROPRIETORS, AND OTHERS.
A MOST VALUABLE COLLIERY IN FLINTSHIRE, NORTH WALES.

MESSRS. CHURTON WILL SELL, BY AUCTION, at the Ship Inn, in the town of FLINT, on Tuesday, the 15th day of November inst., at Three o'clock in the afternoon, in One Lot, or otherwise, as may be determined upon by the vendor's agent, and subject to conditions to be then produced, all that extremely valuable and highly-important COLLIERY and PLANT, called the "BATH COLLIERY," situated at Flint, in the county of Flint, adjoining the station on the Chester and Holyhead Railway; together with the GARDEN, or PIECE OF LAND, upon which the shaft is sunk, also the offices, smithy, carpenters' shop, and other erections thereon; also the DWELLING-HOUSE, with the stable, shippons, and conveniences erected on the same garden, and nearly adjoining the colliery, which are well adapted for the residence of the manager, and are now occupied by Mr. Edward Bower; also the FIVE COTTAGES, with the yard and garden thereto belonging, adjoining the last-mentioned dwelling-house, and now in the several occupations of Thos. Blythin, John Bartley, Wm. Jones, Thos. Bartley, and Joseph Hughes; also all that very valuable PIECE OF LAND adjoining the above premises, and fronting the Chester and Flint turnpike road; also all that FIELD, PIECE, or PARCEL OF LAND, situated on the opposite side of, and abutting upon, the said railway; also the PIECE OF LAND situated near to the last-mentioned field, and opposite the station; containing altogether (including the site of the colliery, messuages, buildings, &c.) 13 acres of land, statute measure, or thereabouts. The whole of the above messuages, lands, and premises, are freehold of inheritance. The purchaser of the above will be entitled to the coal under the said railway, co-extensive with the said land, as also the coal under the piece of land upon part of which the station is built, and containing altogether 4 acres, or thereabouts.

Under a portion of the above, two seams of excellent coal are already proved, of the respective thicknesses of 4 ft. and 1 ft. 9 in., or thereabouts; and several other seams have been found in the adjoining property.

The MACHINERY and PLANT comprise a powerful condensing, pumping, and winding steam-engine, which has been recently erected, having cylinder of 15-in. diameter, with a stroke of 3 ft. 10 in.; one new high-pressure boiler, 29 ft. long and 4 ft. diameter, with pumping eccentric and wrought-iron shaft; winding-gear, 40 yards of 12-in. pumps, with rods, buckets, working barrel, clack-piece, &c., complete; two new pit head stocks, shears, and flat rope for winding; also tubs, rails, waggons, water barrels, turntrees and frames, sinking tubs, kibbles, and 30 yards of turn rope, one pair of bellows, vice, bench, quantity of iron in smithy, riddles, shovel, spare fly-wheel, cast-iron waggon rails, &c.

This colliery offers advantages to capitalists rarely to be met with; it possesses a large extent of coal of excellent quality, which can be brought to the surface at a reasonable expense. The two seams of coal are proved to be of the first quality, and the small makes excellent coke. It is situate at the south end of Flint, within 45 yds. of the Chester and Holyhead Railway, and near the Flint Station, with which it may be easily connected, and within 300 yards of the River Dee, in which is a good "deep," where coals are shipped for Liverpool, Chester, Ireland, the Isle of Man, and English and Welsh Coasts. For local advantages also its position cannot be surpassed, having a good turnpike-road immediately contiguous, and being within easy distance of the important smelting and alkali establishment of Messrs. Muspratt. An inspection of the property will at once afford evidence of its being a most eligible investment.

IMMEDIATELY AFTER THE ABOVE SALE,

Messrs. CHURTON have the gratification to announce, they have been instructed to OFFER FOR PUBLIC COMPETITION, in the following, or in such other Lots, and in such order, as may be determined upon by the vendor's agent, the COAL in and under the land and premises hereafter mentioned, situated at and near Flint aforesaid, at a lease or leases, for a term or terms of years, to be then and there determined and agreed upon by the vendor's agent, and at a royalty of 1-9th, and subject to a reserved ground or sleeping rent, and to other the terms and conditions to be then produced.

LOT 1.—The COAL in and under all those fields or closes of land situate at Summer Hill, near the Town of Flint aforesaid, abutting on the said Chester and Holyhead Railway, now or late in the occupation of Mr. Edward Bower, containing about 27½ acres of land, statute measure. Also in and under all those slangs or pieces of land situate at Summer Hill aforesaid, fronting to the Chester and Flint turnpike-road, and containing in the whole 4A. 2R. 25P. of land, statute measure, or thereabouts.

The purchaser of this lot will also be entitled to the coal in and under the railway which divides the lot, co-extensive with the land, and containing nearly 4 acres of land. The seams of coal under this land are believed to be precisely the same as those of lot 1.

LOT 2.—The COAL in and under all those four pieces or parcels of land, situate near to the said town of Flint, on the road from thence to Cornist and Ffreeth, now or late in the holding of Enoch Grotton, containing about 21 acres of land, statute measure; and in and under all that small piece or parcel of land situate near to the last-mentioned pieces of land, and adjoining the brick-yard, on the road from Flint to Northop, now or late in the holding of Mrs. Edwards, and containing 1⅓ acre of land, statute measure, or thereabouts.

Under this land it is believed there are two seams of coal, of first-rate quality, called the Hard seam and the Brassy seam, of the respective thicknesses of 3 ft. 6 in. and 4 ft.

LOT 3.—The COAL in and under all those three pieces of land with the plantations adjoining, situate near to the Ffreeth, now or late in the holding of Edward Hughes, and in and under all that piece of land situate near to the last-mentioned pieces of land, now the property of Mr. Hunt, called "Cortia Nant," containing in the whole 28 acres of land, statute measure, or thereabouts.

The above land is supposed to contain two seams of coal of the respective thicknesses of 4 and 6 ft. Coal of very excellent quality is being got out of properties in the vicinity of the land described in the foregoing lots, and which, in most instances, can be raised to the surface at a very reasonable cost, and inasmuch as the property is surrounded with good roads, and lies within easy distance of the Flint Station, the town of Flint, and other neighbouring towns, and is also close to the River Dee, it offers an opportunity seldom to be found in the neighbourhood.

For further particulars and to see plans apply to Mr. William Ramsden, mining surveyor, Holywell; the auctioneers, Chester, and Whitchurch, Salop; and at the offices of Mr. Walker, solicitor, Chester.

VALUABLE COAL AND MINERAL FIELD.

Adjoining GLASGOW, in the centre of its manufactories and public works, within a quarter of a mile of the River Clyde, at Rutherglen Bridge, and a mile and a half from the Broomielaw, or Harbour of Glasgow.

TO BE SOLD, by PUBLIC ROUP, within the Royal Exchange Sale Rooms, Queen-street, Glasgow, upon Wednesday, the 14th day of December next, at Two o'clock, unless previously disposed of by private bargain, the RESERVED COAL and MINERALS in from 35 to 40 imperial acres of the LANDS of BRIDGETON, bounded on the north and north-east by the turnpike road from Glasgow to Dalmarnock Bridge; on the east by the property of the Glasgow and Surburban Gas Company, and the lands belonging to Messrs. Henry Monteith and Co.; on the south by the said lands belonging to Messrs. Henry Monteith and Co., so far as the coal and minerals in the same are not reserved; and on the west by the turnpike road leading from Glasgow to Rutherglen, including a portion of ground adjoining the field above described, and lying on the west side of said road leading from Glasgow to Rutherglen. Along with the coal and minerals, there will be sold about two acres of ground, in the centre of the coal-field, and affording ample space for sinking pits and binging, and with accesses to markets on all sides.

The coal in the above lands, and known and worked in the lands to the east, south, and north of the same, consists of the Upper, Ell, Main, Humph, and Splint seams, averaging about 18 feet thickness in all.

The existence of valuable seams of coal has been proved, by boring in the Green, or Public Park of Glasgow, immediately to the west of Bridgeton Coal-field, as appears from reports submitted to the Corporation from time to time, and printed for circulation among the Members of Council. Various other seams of coal exist below these above given, and ironstone, including the blackband, has been worked in the adjacent coal-fields.

The coal in question can be sent to every part of Glasgow and its manufactories, and has access to its harbour and river, free of all tolls, the distances of transport varying from a few hundred yards to a couple of miles; and there is a ready market for the ironstone.

Difficulties, consequent on the nature of the stratum above the Bridgeton coal, have hitherto prevented attempts to work the same. By modern improvements in mining, these difficulties are now entirely overcome; and a great number of coal-fields, both in England and Scotland, in which these obstacles existed to a much greater extent than at Bridgeton, are now in extensive and profitable operation.

A great portion of the land in which the coal and minerals above described are situated, is either unbuilt upon or occupied by streets or buildings of little value. From the nature of the stratum, there is little or no danger of surface damage in working the coal now advertised. The amount of the risk may be estimated from the fact that the coal in land bounding that now advertised, and on which erections of great value were placed, was lately sold (the price being fixed by arbitration) to the proprietors of the soil for £600 per acre. The coal so sold was situated, as regards markets, in a situation much inferior to that now offered for sale, and was subjected to turnpike tolls on its way to market.

The proprietors of the coal and minerals above described, though preferring a sale, do not object to let the same to a monied and enterprising tenant, on conditions which will be stated to applicants for a lease.

Lithographed plans of the coal-field and lands, showing their situation as regards Glasgow, its manufactories, harbour, &c., &c., may be had, together will all necessary information, by application to Messrs. C. D. Donald and Sons, writers, Glasgow, in whose hands are the title deeds; Messrs. Grahame, Weems, and Grahame, parliamentary solicitors, Great George-street, Westminster; or to Thomas Grahame, Esq., Hatton Hall, Wellingborough, Northamptonshire.—Glasgow, October, 1853.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
DEPARTURES OUTWARDS.

INDIA and CHINA, VIA EGYPT.—For Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, on the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

AUSTRALIA VIA SINGAPORE.—For Adelaide, Port Philip, and Sydney (touching at Batavia), on the 4th January, and 4th of every alternate month thereafter from Southampton, and on the 10th January, and 10th of every alternate month thereafter from Marseilles.

MALTA and EGYPT.—On the 4th and 20th of every month from Southampton; and the 10th and 26th from Marseilles.

MALTA and CONSTANTINOPLE.—On the 27th of every month from Southampton.

MARSEILLES, ITALY, and MALTA.—From Marseilles to Genoa, Leghorn, Civita Vecchia, Naples, and Malta, on the 15th and 30th of every month; and from Malta to Naples, Civita Vecchia, Leghorn, Genoa, and Marseilles, departing from Malta, on the 1st and 15th of every month.

SPAIN and PORTUGAL.—For Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, from Southampton, on the 7th, 17th, and 27th of every month.

CALCUTTA and CHINA.—Vessels of the Company ply occasionally (generally once a month) between Calcutta, Penang, Singapore, Hong Kong, and Shanghae.

For further information, and tariffs of the Company's rates of passage-money and freight, for plans of the vessels, and to secure passages, &c., apply at the Company's offices, 122, Leadenhall-street, London; and Oriental-place, Southampton.

MR. G. F. MUNTZ'S (JUN.) PATENT SOLID BRASS TUBES, 11¼d. per lb., delivered in any part of the United Kingdom.—In introducing these tubes to the notice of engineers and the public, the patentee respectfully directs attention to some of the advantages they possess over those previously in use:—

1st. Economy in the first cost.—2d. Greater durability, being made of a mixture of metal hard in its own nature, and not mechanically hardened, as ordinary brass tubes are, which renders them liable to split or burst when subjected to the expansion and contraction caused by the heating and cooling of the boiler.—3d. Equality of hardness throughout, the metal being sufficiently tough to bear expanding, when fixing in the boilers, without softening the ends, which is necessary in fixing the brass tubes previously in use, and which causes the softened parts to wear more.—4th. They are less liable to corrode than any mixture of brass which can be manufactured into tubes by the process previously employed.

G. F. Muntz's Patent Metal Company, French Walls, Birmingham, sole manufacturers.—Agents for London: Charles Moss and Co., 23, Fenchurch-street; Young, Dowson, and Co., Limehouse.—Bristol: E. Drew, Clifton Park.—Liverpool: C. Moss and Co., Redcross-street.

TO IRONMASTERS.—JEREMIAH BROWN AND CO. are NOW PREPARED to ENTER into ARRANGEMENTS to ERECT their PATENT MACHINE for COMPRESSING PUDDLED BALLS, and DOUBLING the same in the ROLLS. By adopting this machine, bars may be produced to 6, 7, 8, or 9 inches wide, or wider if required, direct from the puddled ball. In Yorkshire and Staffordshire, where those machines are adopted, broad bars are rolled suitable for piles, for large rails, boiler-plates, &c. Iron from the Dowlais Ironworks, and other extensive works in Wales, has been sent to Staffordshire to test the machine, and it proved to be the best modern invention ever used; requiring no manual labour, and the most tender iron is made into the broadest of bars. The operation of the machine greatly improves the quality of the iron. It is now working for thirty furnaces, and is capable of working for as many more.—Application to be made to Jeremiah Brown and Co., Kingswinford, near Dudley, Staffordshire.—Oct. 31.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, and DAVEY, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE *has now a thread wrought into its centre*, which, being patent right, infallibly *distinguishes it from all imitations*, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address,—BICKFORD, SMITH, and DAVEY, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON and CO., PENHALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

Messrs. BRUNTON & CO. are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

NOTICE TO RAILWAY AND STEAM-BOAT TRAVELLERS.—ANDERTON'S HOTEL, 162, 164, and 165, FLEET STREET. BREAKFAST, with joint, 1s. 6d. BEDS, 10s. 6d. per week. DINNERS from Twelve to Eight o'clock; joint and vegetable, 1s. 6d.; with soup or fish, 2s. TURTLE SOUP and VENISON DAILY. TABLE D'HOTE at Half-past One and Half-past Five, at Two Shillings each. A night porter in attendance.

Just published, in medium 8vo, with Four Plates, price 3s. 6d.,

THE COAL MINES: THEIR DANGERS AND MEANS OF SAFETY. By JAMES MATHER, Honorary Member of the Shields Committee appointed to investigate the Causes of Accidents in Coal Mines, &c.
London: Longman, Brown, Green, and Longmans.

PRACTICAL TREATISE ON COAL MINING.—A PRACTICAL TREATISE ON THE WORKING AND VENTILATION OF COAL MINES, Illustrated with Sixteen large-sized Plans. Royal 8vo., 12s. 6d. By JOHN HEDLEY, Mining Engineer.
London: John Weale, No. 59, High Holborn.
This work has been recently translated into French by the Belgian Government Commission of Mines.

WHY QUARTZ MINING COMPANIES ARE FAILURES.
Just published, price One Shilling,

CALIFORNIA AND ITS GOLD MINES; being a Series of recent Communications from the Mining Districts upon the Present Condition and Future Prospects of Quartz Mining; with an Account of the Richer Deposits, and Incidental Notices of the Climate, Scenery, and Mode of Life in California. Edited by ROBERT ALLSOP, of the Stock Exchange.
Groombridge and Sons, Paternoster-row, and may be had of all booksellers; and of the editor, No. 1, Royal Exchange-buildings.

Just published, New Edition, price One Shilling,

THE CURABILITY OF CONSUMPTION; being the Reprint of a Series of Papers, presenting the most Prominent and Important Practical Points in the Diagnosis, Prognosis, and Treatment of the Disease. By FRANCIS H. RAMADGE, M.D., Oxon, Fellow of the Royal College of Physicians, &c.
London: Longman, Brown, Green, and Longmans.

Now publishing to Subscribers, in 2400 imperial 8vo. pages, price 30s., with Map corrected from recent surveys,

THE POST OFFICE LONDON DIRECTORY FOR 1854. The work is printed in entirely new type from the Caslon and Glasgow Letter Foundry, and has been so greatly extended, that the Street Directory contains 130,542 distinct names or firms; these will be found correctly classified in all the other principal divisions—Commercial, Trades, Law, and Court, all of which are increased in proportion to the great extension of the Street Directory.

Battersea, Bow, Brixton, Bromley (Middlesex), Camberwell, Cambridge Heath, Clapham-road, Dalston, Deptford, Hackney, Holloway-road, Kentish-town, Kingsland, New-cross, South Lambeth, Stratford, Wandsworth-road, &c., are essentially parts of "the Great Metropolis," and should obviously be so treated in any directory of London. In the *Post Office Directory* the inhabitants of these places appear in all the alphabetical lists, so that the residence and calling of any one can be instantly traced in whatever part of the suburbs he may be located. Had the residents in these localities been segregated from all the others, and each place published only in a separate list, it would obviously have been impossible to discover the address or calling of any person residing in the environs of London.

The following opinions of the press apply, not to the work of a former year, but to the edition for 1854—that now publishing:—

The *Post Office Directory* has long been the wonder of the publising world, a monument of private enterprise and ingenious labour wholly without parallel.—Morning Herald, Nov. 4, 1853.

The indices are very numerous, and immensely facilitate reference to the various sub-divisions of the book.—Morning Advertiser, Nov. 4, 1853.

Deserves much praise for the accuracy which pervades it, and for the lateness of the information.—Morning Chronicle, Nov. 4, 1853.

The completest directory yet produced, both as regards classification and typographical execution.—Illustrated News, Nov. 5, 1853.

If it be true, as all all our readers will be ready to admit, that there is no country like England, and no place like London, it is a most consistent climax to add, and no guide book like the *Post Office Directory*.—John Bull, Nov. 5, 1853.

One of the most remarkable and useful works of the age, and the manner in which the Messrs. Kelly execute the task is deserving of the highest praise.—Herapath's Journal, Nov. 5, 1853.

While this monster volume is a perfect desideratum for the office and counting-house, it is an extraordinary specimen of the combined arts of printing and book-making.—Mining Journal, Nov. 5, 1853.

Greatly increased in size by the introduction of a large number of streets in the suburbs.—Weekly Dispatch, Nov. 5, 1853.

The edition of this wonderful work has, to speak commercially, been enlarged some 10 or 15 per cent.—Spectator, Nov. 5, 1853.

Gives no insignificant idea of the wonders of a city that demands such a work to register its multifarious contents.—Atlas, Nov. 5, 1853.

The whole information has been brought up with great care and accuracy to the 19 of September.—Sunday Times, Nov. 6, 1853.

A notice of this gigantic volume proportioned to its size and value would occupy our whole paper—we say its size and value, for they hold a perfectly equal measure.—Standard, Nov. 7, 1853.

Already the Messrs. Kelly and Co. had actually distanced the most enterprising of their competitors. They have now rendered it preposterous for any other compiler to dream of emulating their extraordinary enterprise.—Sun, Nov. 7, 1853.

Its marvellous accuracy and minuteness of detail, fills one with astonishment.—Morning Post, Nov. 7, 1853.

This annual miracle appears again.—Globe, Nov. 8, 1853.
Kelly and Co., 19 and 20, Old Boswell-court; and all booksellers.

TO ADVERTISERS.—The "ILLUSTRATED HAND-BOOK to the ROYAL PANOPTICON OF SCIENCE AND ART," which will be issued simultaneously with the opening of the Institution at Christmas, presents one of the most FAVOURABLE OPPORTUNITIES for ADVERTISING, as the circulation will be considerable and select, and the book itself attractive and of a permanent character. Terms and particulars may be had at the Institution, Leicester-square, London. Early application is imperative.—Oct. 27, 1853.

KUPER'S PATENT WIRE ROPES.

MR. HENRY J. MORTON, GALVANIZED AND CORRUGATED IRON ROOFING AND STRAND FENCING WORKS, 9½, ALBION STREET, LEEDS, SOLE AGENT for KUPER'S PATENT WIRE ROPES, for mines, railways, inclines, &c. These ropes are now most extensively used throughout the whole of the mining districts of this kingdom; and reference can be given to the largest proprietors, as to their superiority over all other ropes. These ropes are made by improved machinery. All ropes sent CARRIAGE PAID.

PATENT GALVANIZED TWISTED SIGNAL CORD, for the use of mines, railways, &c., WILL NOT RUST or CORRODE.

For mines they are very well adapted, as they will not rust or corrode, and are exceedingly strong. Prices, 15s., 18s., 19s. 6d., & 21s. per 100 yds., according to strength.

PATENT HAIR BOILER FELT, for saving fuel, and ASPHALTED ROOFING FELT, 1d. per foot, supplied.

Apply for prices, &c., at the manufactory, 9½, Albion-street, Leeds.

SAVE FUEL, SUBDUE SMOKE.
West-street Brewery, Brighton, Oct. 17, 1853.

DEAR SIR,—We herewith enclose you a check for the amount of royalty agreed for your patent applied to our brewing coppers; and, at the same time, express our complete satisfaction at the result produced, both as to the saving in fuel, and the consumption of smoke; and remain, dear Sir, yours respectfully,
VALLANCE, CATT, AND CO. (per Henry Catt).
Mr. Lee Stevens, 60, King William-street, City, London.

The PATENT SMOKELESS FURNACE OFFICES are NOW REMOVED to larger premises, fronting Gracechurch-street and Eastcheap.

This invention continues to be SUCCESSFULLY ADAPTED to LAND and MARINE BOILERS, COPPERS, PANS, STILLS, &c.

Information respecting LICENSES to MANUFACTURE or USE the PATENT SMOKELESS FURNACES is given by Mr. JOHN LEE STEVENS, the patentee, at the offices, No. 60, King William-street, and No. 1, Fish-street-hill City, London, where testimonials, &c., may be obtained, and references to firms in London and elsewhere, on whose premises the invention is in daily operation. Also, by Messrs. FRANCIS MORTON and CO., James-street, Liverpool, and No. 18, St. Mary's Gate, Manchester; and Messrs. H. J. MORTON and CO., 9½, Albion-street, Leeds.

BAKERS' OVENS.
17, *St. Alban's-place, Vauxhall Bridge-road, Nov.* 2, 1853.

SIR,—Your Patent Smokeless Oven Grate, applied to my oven by Mr. Wm. Nicklin, oven builder, South-street, Walworth, affords me the greatest satisfaction. It subdues the smoke, increases the draught, and gives me a better batch of bread, with a quicker heating and less fuel than before. And wishing you every success with an invention so much required by the trade,
I am, Sir, your obedient servant,
BENJAMIN COLE.
To Mr. John Lee Stevens, 1, Fish-street-hill, City, London.

IMPROVED LIFTING JACKS,

IMPROVED RATCHET JACK. HALEY'S PATENT LIFTING JACK.

MANUFACTURED BY
W. AND J. GALLOWAY,
PATENT RIVET WORKS,
MANCHESTER.

The attention of parties who employ
Lifting Jacks,
Is respectfully requested to the superiority of those annexed, over those hitherto in use.

LOANS IN CONNECTION WITH LIFE ASSURANCE.—Individuals possessing real or personal property, officers in the army or navy, clergymen, professional men, merchants, tradesmen, and persons of respectability, may, by ASSURING with the TRAFALGAR LIFE ASSURANCE ASSOCIATION, OBTAIN ADVANCES, for periods varying from one month to any other period, upon the following securities:—Upon freehold or leasehold property in England; upon reversions, annuities, sign-manual pensions, or any other description of assignable property, or income in connection with life assurance. Upon personal security, by the borrower procuring responsible securities to join in a bond, or other security for re-payment, and on condition of the life of the borrower, or, at least, one of his sureties, being assured for a proportionate amount.

Applications for detailed prospectuses, forms of proposal, agencies, and all other information, are requested to be made to
Chief Offices, 40, Pall Mall, London. THOMAS H. BAYLIS, Manager and Sec.

TRAFALGAR LIFE ASSURANCE ASSOCIATION.
Capital £250,000, fully subscribed for by a registered and most responsible proprietary, consisting of several hundreds of shareholders.
(Incorporated by Act of Parliament.)
CHIEF OFFICES,—40, PALL MALL, LONDON.

The business of this association embraces the granting of:—1. Life assurances in healthy, declined, doubtful, or diseased lives.—2. Guarantees for fidelity of trust combined with life assurance.—3. Immediate and deferred annuities.—4. Loans in connection with life assurance on personal and other securities.

The whole of these four important branches of business are transacted by this association on the most favourable terms.—For prospectuses and all other information, apply to THOMAS H. BAYLIS, Manager.
N.B. Agents wanted throughout England and Scotland.

GUARANTEE FOR FIDELITY OF TRUST, COMBINED WITH LIFE ASSURANCE.—The DIRECTORS of the TRAFALGAR LIFE ASSURANCE ASSOCIATION GRANT POLICIES combining the above objects on peculiarly FAVOURABLE TERMS.—For forms of proposal, terms, and all other information, apply to THOMAS H. BAYLIS, Manager.
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DISEASED, DOUBTFUL, OR DECLINED LIVES.—The DIRECTORS of the TRAFALGAR LIFE ASSURANCE ASSOCIATION GRANT ASSURANCES at MODERATE RATES of premium, not only on the LIVES of persons who have been REJECTED by other offices, but also on those who may be suffering from consumption, asthma, bronchitis, pneumonia, disease of the heart, apoplexy, epilepsy, disease of the liver, dropsy, scrofula, gout, rheumatism, &c.—For forms of proposal, and all information, apply to
Chief Offices, 40, Pall Mall, London. THOMAS H. BAYLIS, Manager.
N.B. Agents wanted throughout England and Scotland.

AGENCY.—The DIRECTORS of the TRAFALGAR LIFE ASSURANCE ASSOCIATION continue to receive APPLICATIONS from respectable parties (accompained with references) RESIDENT in the various towns in ENGLAND and SCOTLAND, for the AGENCY of this institution. The commission allowed is highly remunerative, while the important and numerous branches of business undertaken afford greater facilities than at most other offices for the exertions of active and influential agents.

The business of this association embraces the granting of:—1. Life assurances on healthy, declined, doubtful, or diseased lives.—2. Guarantees for fidelity of trust combined with life assurance.—3. Immediate and deferred annuities.—4. Loans in connection with life assurance on personal and other securities.—For detailed prospectuses, and all appplication, apply to THOMAS H. BAYLIS, Manager.
Chief Offices, 40, Pall Mall, London.

"Throw physic to the dogs."—*Shakspere.*

ROPER'S PLASTER is the only CURE for Coughs, Asthma, Hoarseness, Indigestion, Palpitation of the Heart, Croup, Hooping Cough, Influenza, Chronic Strains, Bruises, Lumbago or Pain in the Back, Spinal and Rheumatic Affections, Diseases of the Chest, and Local Pains, without inward medicine.

Important testimonial from F. Cupiss, Esq., M.R.V.C., Author of the *Prize Essay on the Diseases of the Liver of the Horse*:— *Diss, Norfolk, March* 22, 1851.

GENTLEMEN,—For the last three winters Mrs. Cupiss has felt a great delicacy of the chest, accompanied with occasional pain, cough, and hoarseness. Having had your valuable Bath Plasters recommended to her, she made trial of one, and it was attended with the most beneficial effect, in consequence of which she has made frequent use of them, and invariably with the same good results. It is to be regretted that they are not more generally known, as I am sure they would relieve much suffering, and tend to prolong life.—To Messrs. Roper and Son. FRANCIS CUPISS.

Sold by all medicine vendors, at 1s. 1½d. each; for children, 9½d.; or by post, on receipt of 1s., or 1s. 4d., in postage stamps.

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PAINS IN THE BACK, GRAVEL, LUMBAGO, RHEUMATISM, GOUT, FLATULENCY, INDIGESTION, BILIOUSNESS, HEADACHE, NERVOUSNESS, DEBILITY, &c.—Dr. DE ROOS' COMPOUND RENAL PILLS (as their name Renal, or the Kidneys, indicates) have been long established as a most safe and efficacious remedy for the above dangerous complaints, Discharges of any kind, and Diseases of the Kidneys, Bladder, and Urinary Organs generally, which, if neglected, frequently end in a lingering painful death. For Depression of Spirits, Excitement, Blushing, Dislike of Society, Incapacity for Study or Business, Loss of Memory, Confusion, Giddiness, Blood to the Head, Drowsiness, Sleep without Refreshment, Groundless Fear, Indecision, Wretchedness, Nervousness, and even Insanity itself, when (as is often the case) arising from, or combined with, Urinary Diseases, they are unequalled. Possessing tonic properties, they agree with the most delicate stomach, strengthen the digestive organs, increase the appetite, and improve the general health. They require neither confinement nor change of diet, and, as experience has amply proved, they will effect a cure when mercury, copaiba, and all other dangerous medicines have failed.—May be obtained through all medicine vendors, at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., and 33s. per box, with full directions for use; or, by enclosing Post-office order or stamps to Dr. De Roos, 35, Ely-place, Holborn-hill, London, they will be sent per return. At home for consultation daily from Eleven till Four, Sunday excepted. Advice and medicines, £1.

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (copper), Phillack	£2 16s	£26¼	23 24 25	£3 11 0	£0 16 0—Sept., 1853.
2000	Anglesea Coal Company	4	4½		0 10 0	0 2 0—Nov., 1852.
624	Ballcswidden (tin), St. Just	11½	10½		12 0 0	0 5 0—Aug., 1853.
5000	Bat Holes, Worthen, Salop	1l. 13s. 6d.	2		0 10 0	0 10 0—April, 1853.
4000	Bedford United (copper), Tavistock	3⅜	7	7	5 1 6	0 3 0—Aug., 1853.
5000	Black Craig (lead), Kirkcudbrightshire	5	3	3¾ 4	0 5 0	0 2 6—July, 1853.
124	Bosweddin and Wheal Castle	—	20		5 0 0	5 0 0—May, 1853.
240	Botallack (tin, copper), St. Just	91¼	390		262 15 0	5 0 0—Oct., 1853.
1000	Bryntail, Llanidloes, Montgomeryshire	7	3½	3¼ 4¼	0 5 0	0 5 0—June, 1851.
5000	Callington (lead, copper), Callington	1l. 17s.	2		1 8 0	0 4 0—Sept. 1847.
1000	Carn Brea (copper, tin), Illogan	15	86		223 10 0	2 0 0—Sept., 1853.
128	Comford (copper), Gwennap, Cornwall	75	36	33	—	— —
256	Condurrow (copper, tin), Camborne	20	140	130	40 0 0	3 0 0—Oct., 1853.
2510	Cook's Kitchen (copper, tin), Illogan	15l. 18s. 9d.	3	2½ 2⅝	—	— —
128	Cwmystwith (lead), Cardiganshire	60	190		25 0 0	5 0 0—Sept., 1853.
1024	Devon Great Consols (copper), Tavistock	1	385	390	349 0 0	8 0 0—Sept., 1853.
20000	Dhurode (copper), Ireland	1⅛	1¼	1¼	0 4 4	0 3 0—Nov., 1853.
672	Ding-Dong (tin), Gulval	5	6		35 0 0	— —1850.
179	Dolcoath (copper, tin), Camborne	257¾	100	95	867 4 0	4 0 0—Oct., 1853.
2800	Drake Walls (tin, copper), Calstock	1l. 9s.	2		0 6 6	0 1 6—April 1853.
300	East Darren (lead), Cardiganshire	28	105		4 0 0	2 0 0—Jan., 1853.
128	East Pool (tin, copper), Pool, Illogan	24¼	150		233 0 0	— —1843.
94	East Wheal Crofty (copper), Illogan	125	67½		840 0 0	— —
128	East Wheal Rose (silver-lead), Newlyn	50	100		2245 0 0	10 0 0—March, 1852.
1200	Eyam Mining Company, Derbyshire	3½	15		1 3 4	0 10 0—Aug., 1853.
494	Fowey Consols (copper), Tywardreath	40	30		399 13 0	1 10 0—Aug., 1850.
3715	General Mining Co. for Ireland (cop., lead)	1⅛	3¼	2⅝	1 0 8	0 3 3—June, 1853.
2000	Goginan (lead), Cardiganshire, Wales	4½	8		22 0 0	5 0 0—Sept., 1850.
1024	Gonamena (copper), St. Cleer	12¼	11½	10½	0 7 6	0 7 6—Dec., 1852.
96	Great Consols (copper), Gwennap	600	200		353 6 8	— —Jan. 1851.
80000	Great Onslow Consols, Camelford	1⅛	—		0 2 0	0 2 0—June, 1852.
13750	Great Polgooth (tin), St. Austell	3¾	1		0 10 0	0 4 0—Oct., 1852.
119	Great Work (tin), Germoe	100	155		161 10 0	5 0 0—May, 1853.
1024	Herodsfoot (lead), near Liskeard	8½	10½	9½ 10	1 17 6	0 10 0—Sept., 1853.
1000	Holmbush (lead, copper), Callington	25	14		25 0 0	— —Feb. 1844.
2080	Holyford (copper), near Tipperary	11	7		3 5 0	0 5 0—Sept., 1852.
76	Jamaica (lead), Mold, Flintshire	3l. 13s. 6d.	20		380 0 0	5 0 0—March, 1851.
20000	Kenmare and West of Ireland	1	1½	⅞ 1⅛	0 1 6	0 1 6—Sept., 1853.
786	Kirkcudbrightshire (lead), Kirkcudbright	9⅝	4		1 10 0	0 5 0—Sept., 1853.
20000	Lackamore (copper)	1	¾	⅝ ⅝	0 1 0	0 1 0—July, 1853.
20	Laxey Mining Company, Isle of Man	100	1300		— —	— —
5000	Lewis (tin, copper), St. Erth	3l. 8s.	2⅛	2⅛	0 2 0	0 2 0—Aug. 1851.
160	Levant (copper, tin), St. Just	2½	150	95 100	1038 0 0	2 0 0—April, 1853.
400	Lisburne (lead), Cardiganshire, Wales	18¾	225		191 5 0	5 0 0—Oct., 1853.
6000	Marke Valley (copper), Caradon	4l. 10s. 6d.	3¼		0 2 6	0 2 6—May, 1853.
5000	Mendip Hills (lead), Somerset	3¾	3⅜		0 10 0	0 10 0—May, 1853.
5000	Merllyn (lead), Flint	2¾	2⅜	1¾ 2	1 11 0	0 2 6—June, 1853.
5000	Milwr (lead), Flintshire	3	3¾		0 4 0	0 4 0—Oct., 1851.
20000	Mining Co. of Ireland (copper, lead, coal)	7	16⅞	16⅞	8 11 6	0 10 6—July, 1853.
15000	Nantlle Vale (slate), Llanllyfin	1	2		0 1 3	0 1 3—May, 1853.
470	Newtonards Mining Company, Co. Down	50	66		29 0 0	2 0 0—Oct., 1853.
200	North Pool (copper, tin), Pool	22⅜	240		293 0 0	5 0 0—Oct., 1853.
140	North Roskear (copper), Camborne	10	152½		249 10 0	4 0 0—Sept., 1853.
6000	North Wheal Basset (copper, tin), Illogan	sil.	10		2 6 0	0 5 0—July, 1858.
6400	Par Consols (copper), St. Blazey	1⅜	14½		23 6 0	0 10 0—July, 1853.
500	Peak United (lead), North Derbyshire	—	13		1 0 0	1 0 0—June, 1853.
1160	Perran St. George (cop., tin), Perranzabuloe	21½	40		1 15 0	0 10 0—June, 1851.
200	Phœnix (copper, tin), Linkinghorne	30	750		240 0 0	10 0 0—Dec., 1852.
1000	Polberro (tin), St. Agnes	13	13		4 5 0	1 0 0—Dec., 1852.
560	Providence Mines (tin), Uny Lelant	20¾	35		20 4 6	0 15 0—May, 1853.
1948	Rix Hill (tin), Tavistock	3½	⅞		0 8 0	0 4 0—Jan., 1853.
3200	Rorrington (lead), Snailbeach, Shrewsbury	1	½		0 2 2	0 2 2—July, 1852.
256	South Caradon (copper), St. Cleer	2½	300	285	284 0 0	4 10 0—Sept., 1853.
9000	South Tamar (silver-lead), Beerferris	1l. 6s. 6d.	6½	6¼ ⅛	1 0 0	0 5 0—June, 1853.
256	South Tolgus (copper), Redruth, Cornwall	16	130	69	69 0 0	4 0 0—May, 1853.
248	South Wheal Frances (copper), Illogan	37⅞	220	210	230 5 0	2 0 0—Nov., 1853.
1024	Spearne Consols (tin), St. Just, Cornwall	1¼	10¾		8 6 0	0 2 6—Sept., 1853.
1024	St. Aubyn and Gryllis (copper, tin), Breage	3	7		0 17 6	0 7 6—April, 1852.
94	St. Ives Consols (tin), St. Ives	80	125		880 0 0	5 0 0—Feb., 1853.
1000	Stray Park and Camborne Vean (copper)	10⅜	12⅜		12 10 0	— —
5600	Tamar Consols (silver-lead), Beeralston	4½	2¾		4 11 0	2 0 0—Feb., 1853.
6000	Tincroft (copper, tin), near Pool, Illogan	7	4½	4⅝ ⅝ 6	6 18 6	0 10 6—Feb. 1853.
1024	Trehane (silver-lead), Menheniot	1⅛	9	8⅛ 9	4 11 3	0 10 0—Oct., 1853.
5000	Treleigh Consols (copper), Redruth	6	2⅛		1 3 0	0 5 0—Oct., 1847.
572	Trelyon Consols, (tin), St. Ives	6¾	27		0 15 0	0 15 0—May, 1853.
96	Tresavean (copper), Gwennap, Cornwall	32½	200	210	1680 15 0	— —1848.
120	Trethellan (copper), Gwennap, Cornwall	7½	17½		402 10 0	— —April, 1851.
120	Treviskey and Barrier (copper), Gwennap	130	40		295 10 0	2 10 0—Jan., 1853.
100	Trumpet Consols (tin), near Helston	95	145	145	40 0 0	5 0 0—Sept., 1853.
400	United Mines (copper), Gwennap	40	220		41 5 0	5 0 0—Oct., 1853.
1024	Wellington (copper, tin), Perranuthnoe	8¼	4		2 2 6	0 5 0—March, 1851.
256	West Caradon (copper), Liskeard	20	240	225 230	227 5 0	6 0 0—Oct., 1853.
1024	West Providence (tin), St. Erth	5	37	30 32 33	20 0 0	2 0 0—Oct., 1853.
1024	West Wheal Treasury (copper)	10l. 4s. 10d.	4	4½ 5	0 10 0	0 10 0—May, 1853.
256	Wheal Basset (copper), Illogan	10¼	625		459 0 0	20 0 0—Oct., 1853.
256	Wheal Brewer (copper), Gwennap	4	17	13 14	5 0 0	— —
256	Wheal Buller (copper), Redruth	5	1020		371 5 0	30 0 0—Sept., 1853.
250	Wheal Clifford (copper), Gwennap	—	150		3 13 8	— —March, 1852.
4280	Wheal Exmouth and Adams United	4½	9		0 12 6	0 2 6—Oct., 1853.
100	Wheal Friendly (tin), St. Agnes	70	20		5 0 0	5 0 0—1850.
128	Wheal Friendship (copper), Devon	—	105		2367 10 0	8 0 0—Oct., 1853.
5000	Wheal Golden (sil.-lead), Perranzabuloe	3½	1⅞	1¾ ½	1 5 0	0 5 0—Sept., 1852.
6000	Wheal James (iron, copper), Roche	1	1½		0 2 0	0 2 0—May, 1853.
512	Wheal Jane (silver-lead), Kea	sil.	14	17	4 10 0	1 0 0—Oct., 1853.
430	Wheal Lovel (tin), Wendron	33	55		21 10 0	1 10 0—July, 1853.
112	Wheal Margaret (tin), Uny Lelant	79	115	110 120	196 0 0	2 10 0—May, 1852.
512	Wheal Mary Ann (lead), Menheniot	5¼	43	44 45	24 15 0	1 10 0—Sept., 1853.
80	Wheal Owles, St. Just, Cornwall	70	320		110 13 0	13 0 0—Aug., 1853.
240	Wheal Reeth (tin), Uny Lelant	20½	25	25	40 10 0	3 0 0—Sept., 1852.
198	Wheal Seton (tin, copper), Camborne	107	250		232 10 0	5 0 0—June, 1853.
520	Wheal Trelawny (silver-lead), Liskeard	8¾	45	44 45	39 10 0	1 0 0—Oct., 1853.
1024	Wheal Tremayne (tin, copper), Gwinear	9¾	7	9½ 10	9 15 0	0 10 0—April, 1853.
5000	Wicklow (copper), Wicklow	5	52	53	21 8 0	1 10 0—July, 1853.
9150	Wrygsan (slate), Festiniog	1	1¼		0 1 0	0 1 0—Oct., 1853.

FOREIGN MINES.

5000	Alten Mining Company (copper), Norway	£14½	7¼		4 5 0	0 15 0—Nov., 1853.
2000	Baden, Grand Duchy of	1	1	¾ ⅞	0 1 0	0 1 0—Nov., 1852.
10000	Brazilian Imperial (gold), Brazil	25	6¼	6¾	34 17 6	0 10 0—Dec. 1844.
2464	Burra Burra (copper), South Australia	5	155	135	0 0	5 0 0—March, 1853.
12000	Cobre Copper Company (copper), Cuba	40	42½	44½ 45	59 12 0	3 0 0—July, 1853.
10000	Copiapo Mining Company (copper), Chili	15	12	13 12¾	3 18 0	0 5 0—Oct. 1851.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	15		8 0 0	0 10 0—June, 1853.
10000	Linares (lead), Pozo Ancho, Spain	8	9¾	11¾ 12	1 5 6	0 12 6—Sept., 1853.
103815	Mariquita and New Granada	1	⅞		0 2 0	0 1 0—July, 1853.
20000	Mexican and South American (cop.), Mexico	9	6¾	7¼	4 17 6	0 7 6—June, 1853.
32000	Obernhof (lead), Nassau	1	1¼	1¾ 1⅝	0 1 0	0 1 0—June, 1853.
7600	Royal Santiago (copper), Cuba	13	4⅜	4½	33 4 0	1 5 0—July, 1848.
11000	St. John del Rey (gold), Brazil	15	36	39 40	21 17 6	2 0 0—June, 1853.
43174	United Mexican (silver), Mexico	Av. 28¼	3⅜	3⅜	1 16 6	0 4 0—Feb. 1853.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.
75000	Adelaide Land and Gold Comp.	2	... 1⅛	... 1 1⅛
19800	Australian (cop.), S. Australia	5	... 2⅜	... 2⅜
6000	Barossa Range	1⅜	... ⅛	... —
75000	Brucutu (gold), Brazil	⅛	... ⅛	... ⅛
120000	Gladbach (zinc) Rhenish Pruss.	1	... 1⅛	... 1⅛ ⅜
12000	Jamaica (copper)	1	... 1⅜	... 1⅜
2309	Kinzigthal Min. Ass., Germany	3½	... ⅜	... ⅜
24000	Liguanea & Gen. Min. Co. of Ja.	1	... ¼	... ¼ ⅜
60000	Linares, New, (lead, cop.), Spain	1	... 1	... ⅞ 1
22000	Louise, Rhenish Prussia	1	... 1¼	... 1 1¼

MINES WHICH HAVE SOLD ORES.

Shares.		Paid.	Last Price.	Present.
800	Albion (porcelain & bleach. clay)	5¼	... 5¾	...
4000	Alston Moor Mining Co., Cumb.	1	... 1	...
3000	Altarnun Con. (tin, cop.), Altar.	2	... 3	...
10000	Altgoed Consols Slate Quarry	2	... 2¼	...
4000	Augusta Con. (cop.) Bridestowe	28s. 6d.	... 1½	...
940	Bainoon Con. (tin), Uny Lelant	—	... 3	... 2¾ 3
4381	Balleswidden United	1	... 1¼	...
308	Bell and Lanarth, Gwennap	10¾	... 10	...10¾ 11¼
8380	Bicton Consols (lead), St. Ives	1	... 1⅜	...
10000	Birch Tor and Vitifer, Lydford	£2	12... 1	...
2000	Bishopstone United	1	... 1¼	...
4000	Ditto Glamorgan	¼	... —	...
20000	Bodmin United	13s. 9d.	... 1½	...
144	Bodmin West Downs (tin, cop.)	1	... 1⅜	...
120	Bolloswall and Nanpean (tin)	20	... 15	...
4096	Boringdon Consols, Plympton	1l. 8s. 6d.	... 1	... ¾ ⅞
240	Boscean (tin), St. Just	20½	... 135	...100 115
3400	Bosorn (tin), St. Just	1	... 4	...
5250	Bottle Hill (copper), Plympton	2¾	... ¾	...
4000	Braich Goch Slate Quarries	⅛	... ⅛	...
4000	Bronfloyd (lead), Wales	⅜	... ⅜	... ¼
2300	Bryn-Arian (lead), Cardigansh.	3¾	... ⅞	...
420	Budnick Consols (tin), Perran	1⅞	... 3	... 5¼
500	Busparro (tin, cop.), Gwinear	1	... 1	...
2900	Bwlch (sil.-lead), Cardiganshire	4	... 3	...
5000	Cae-Gynon, Cardiganshire	⅜	... 1	...
1024	Caerphilly & Carfinnon, S. Wales	3	... 4	...
3800	Cally (cop., lead), Kirkcudbright	£1	2s... ¼	...
4000	Calstock Consols (copper)	£3	1 ... 2¾	...
4000	Calstock United (tin and cop.)	£3	6 ... 2½	...
1600	Camborne Consols	1	... 50	...
1024	Caradon Consols, St. Cleer	2½	... 9	...
2000	Carbona (tin, copper), Crowan	6¾	... 2½	...
2048	Carnyorth (tin), St. Just	1¾	... 1¾	...
1036	Carvannall (copper), Gwennap	5l.	15s... 4¼	... 5⅛
4096	Castle Dinas (tin), St Colomb	£1	8 3 ...	¼ ...
200	Cefn Brwyno (lead), Cardigansh.	33	...110	...
9000	Charlestown United, Cornwall	£1	3 ... 3	...
2000	Clara	1	... 1¼	...
1024	Clijah & Wentworth (tin, cop.)	5	... 5¾	...
2000	Coed Mawr Pool (lead), Llanrwst	£10	7 ... 10	...
900	Court Grange, Cardiganshire	10	... 10	...
635	Cradlock Moor (cop.), St Cleer	£7	6s... 10¼	...
600	Craig-y-Mwyn (lead), Llanrhiadr	8¾	... 7	...
256	Crane and Bejawns, Camborne	—	... —	...
512	Creegbrawse (copper), Cornwall	13¾	... 55	...
1500	Crookhaven (copper), Cork	10	... 14	...
9000	Cubert (silver-lead), Cornwall	2	... ¾	... ¾ ⅞
10000	Cwm Daren (lead), Cardigansh.	13s.	... ⅛	...
10000	Cwmdyle Rock & Green Lake	3	... 3	... 1¼
1000	Cwm Erfin (lead), Cardigansh.	8	... 4	...
2000	Cyfannedd Fawr, Lanegryn	¼	... 1	...
3000	Dalrhiew (cop., lead), Brecon	1½	... 4	...
1000	Darren (sil.-lead) Cardiganshire	4¾	... 4¾	...
7200	Derwent (sil.-lead), Durham	12	... 4	...
8907	Devon and Courtenay (copper)	¾	... 2	...
1024	Devon & Cornwall United (cop.)	£10	8 6... 12	...
4000	Devon Burra Burra (copper)	1½	... 3½	...
1600	Devon Great Tincroft (tin)	¼	... 1	...
6000	Devon Kapunda (cop. & sil.-lead)	3½	... 2¼	...
4000	Dolfrwynog (cop.), Merioneth	¼	... 1	...
5000	Drift Moor (tin), Sancreed	1	... 1⅛	...
1241	Duke of Cornwall, Lostwithiel	£7	14 ... 6	...
3000	Dyfngwm (lead), Wales	11¼	... 12	...
128	Eaglebrook, Llanphangel, Card.	—	... 85	... 95
4096	East Alfred Consols (lead, cop.)	18s. 6d.	... ¾	...
256	East Basset (copper), Redruth	18	... 47	...
2500	East Birch Tor (tin), Devon	3	... 3⅛	...
6000	East Bosorn	¼	... ⅜	... ¾
1948	East Crowndale (cop.), Tavistock	6½	... 5½	...
1024	East Ding Dong (tin), Madron	2½	... 1¼	... 1½
4000	East Gunnis Lake Junc. (cop.)	1¾	... 1	... ¾
1024	East Halamanning (tin)	1	... 1⅛	... ¾ 1
6000	East Kitt Hill	1	... 2	...
512	East Seton & W. Maude, Redruth	11½	... 2½	...
9000	East Tamar (sil.-ld.), Beerferris	£1	16 6... 1¼	... 1
256	East Tolgus (copper), Redruth	12	... 27	...
2048	East Wheal Bedford, Tavistock	2	... 2	...
2048	East Wheal George, Walkhamp.	2½	... 3	...
512	East Wheal Leisure, Perran	16	... 16	...
1024	East Wheal Margaret (tin, cop.)	5¾	... 11	... 11 12
4000	East Wheal Russell, Tavistock	£2	18 6... 2¾	... 1¾ 2¼
3500	East Wheal Vor (tin)	£1	1 ... ¾	... £1 1
564	Ecton Mountain, Derbyshire	10	... 12½	...
536	Ecton Mountain (lead, copper)	5	... 5	...
1280	Esgair Llee, Llanfihangel-y-Croy	7	... 10	...
5000	Fat-work & Wh. Virtue, St. Col.	£1	2 ... 1	...
15000	Fron-isa and Craigiog (lead)	1	... 1¼	...
2000	Gallt-y-Maen, Merioneth	2	... 2½	...
5000	Garreg (lead), Flint	£2	4 ... ¾	... ¾ ⅞
2048	Gelfron (copper) Wales	—	... 5	...
2500	Georgia Consols (tin), St. Ives	5¾	... 3	...
12000	Gorn (lead), Llanidloes	12s.	... ⅜	...
243	Grambler & St. Aubyn (copper)	97½	... 25	...23½ 25
900	Great Beam (tin), St. Austell	20	... 24	...
6750	Great Bryn Consols (cop., tin)	1½	... ⅜	...
4000	Great Cowarch, Merioneth	3½	... 4	... 4
30000	Great Crinnis (copper)	1	... 1⅜	... 1⅜
10000	Gt. Tregune Consols, Altarnun	1	... ⅝	... 3¼
10000	Great Treveddoe, Warliggan	¼	... ¾	...
1024	Great Wheal Alfred, Phillack	27	... 35½	...31 33¼
5120	Great Wheal Baddern (tin)	2¾	... ¾	... ¾ 1
200000	Gt. Wh. Vor (tin, cop.), Helston	1	... 1½	...
1026	Gustavus Mines, Camborne	8l. 5s. 11d.	5	...
6000	Gwaynllifon (lead)	3s. 6d.	... ⅛	...
512	Halamanning and Croft Gothal	90	... 42	...
812	Hawke's Point, Uny Lelant	9¾	... 3	...
8192	Hawkmoor (tin & cop.), Calstock	£1	6d ... ¾	...
1500	Hennock (silver-lead) Hennock	£7	11 ... 1¼	...
6000	Hingston Down Cons. (copper)	3¾	... 6	... 6½ 7
2048	Kea Wheal Tremain, Kea	sil.	... 1¾	...
1024	Kennegry (copper), Breague	8s.	2d... 3½	... 2¾
1200	Keswick (lead), Portinscale	18½	... 10	...
3300	Kilbricken (silver-lead), Clare	4¾	... 1¾	...
1698	Lamheroge Wheal Maria (cop.)	18	... 3	...
1024	La Min (copper), Gwinear	4	... 4	...
252	Lanarth Con. (cop.), Gwennap	4	... 4	...
6000	Langford and Baring	£1	1 6... ⅜	...
1024	Leeds and St. Aubyn (tin, cop.)	1¾	... 5	...
12000	Leeds Town (tin, cop.), Crowan	2¾	... 1¾	...
256	Lelant Consols (tin), Uny Lelant	65⅜	... 20	...
4000	Loveden United (lead), Cardigan	¼	... ¼	...
5056	Lydford Consols (lead)	1½	... ⅜	... ¾ 1
1024	Melin Llyn-y-Pair, Merioneth	2¾	... 12½	...
246	Mengearne and Tregunstis (tin)	8	... 8	...
256	Messer, near Bodmin	—	...160	...
4096	Middleton (lead), Snailbeach	4s.	... ¼	...
1024	Mill Pool (tin, cop.), St. Hilary	5	... 6	...5 6⅜ 7
6134	Mineral Court (tin), St. Austell	⅛	... ⅛	...
7500	Mixon Great Cons. (cop.), Leek	¾	... 1⅜	...
10000	Molland (cop.), South Moulton	16s.	... ⅛	... ⅛ ¼
1024	Mount Tiack (tin, cop.), Lelant	1	... 1⅛	...
5000	Nanteos and Penrhiw	1⅜	... 1⅜	...
3000	Nant-y-Car (cop.), nr. Rhayader	3l. 4s.	... 7	...
1024	North Abram (copper), Crowan	⅛	... ⅛	...
1024	North Buller (copper), Redruth	£8	16... 9¾	...8¾ 9¼
6000	North Damsel (cop.), Gwennap	1	... ¼	...
1024	North Ding Dong (tin), Madron	1	... 1¼	...
2000	North Downs (copper), Redruth	1	... 4½	...
2500	North Frances (cop.), Illogan	3	... 3½	...
2000	North Levant (tin, cop.) St. Just	1¼	... 5	...
21000	North Staffordshire Consols	1	... 1¾	...
2000	North Tamar (silver-lead, cop.)	1	... 6s.	...
1200	N.W. Buller, or Gt. South Tolgus	9	... 8	...
1024	North Wh. Robert, Walkampton	6¼	... 8	...
1060	North Wheal Trelawny	1¾	... 7	...
3000	N. Wh. Unity (cop., tin), Gwin.	1½	... 2½	...
2000	Ockment (cop., sil.-lead), Devon	1¾	... 1¾	...
2048	Okel Tor (lead), Calstock	2¾	... ⅝	... 1¾
10000	Old Trewether Consols	1	... 3	...
256	Old Wheal Basset, Illogan	4	... 4	...
2500	Orsedd (lead), Flint	2¾	... 2¾	... 1⅛ 2
12000	Parkwyn and Carwalsick	1	... 1	...
10240	Pembroke & East Crinnis (cop.)	5	... 5	...
1500	Pencraig (lead), Carnarvon	4	... 1	...
5000	Pendarves & St. Aubyn (tin, co.)	£1	2 ... ½	...
1026	Pendarves Consols, Camborne	6¾	... 3	...
5000	Penhale Consols (silver-lead)	3⅜	... 4	...
640	Pen-y-Gelli (lead), Flintshire	5	... 7½	... 5 8
2925	Penzance Consols	1	... 1¼	...
1000	Peter Tavy & Mary Tavy (cop.)	5½	... 6½	...
2000	Polgear & Lancarrow (cop., tin)	£2	3 ... 1	...
50000	Poltimore (cop., gold), Devon	1	... 1¾	... 1½
2400	Porkellis United (tin), Wendron	10	... 8	... 6½ 7
1024	Praed Con. (tin), Towednack	1½	... ⅜	...
6400	Prideaux Wood, Luxillyan	1¾	... 4	...
3072	Prince Albert, Perranzabuloe	2¾	... 2	...
480	Raleigh, (tin, copper), Crowan	7¾	... 7½	...
7000	Reeth Consolidated, Towednack	4¾	... 1½	...
10000	Respryn (copper), Lostwithiel	2	... 2	...
2500	Rhoswydol & Bachceiddon (lead)	11¼	... 6	...
10000	Rinsey United	1	... 1½	...
5000	Rocks and Treverbyn (tin)	£5	16... 2	... 4 4½
256	Rosewarne (cop., tin), Gwinear	14	... 14	...
5000	Round Hill, Salop	10s.	6d... 2¼	...
1024	Sidney Godolphin (cop.), Breage	£6	14... 3½	...
4000	Sithney Wheal Buller (tin)	1	... 5	...
1500	Skiddaw & Blencathera, Keswick	11s.	... 2¼	...
2000	South Carn Brea (cop.), Illogan	12	... 10½	...
256	South Charlotte, St. Agnes	3	... 5	... 5
5000	South Crenver (copper)	£3	6 6... 4¾	...
4196	South Friendship Wheal Ann	2¾	... 2	...
2000	South of Scotland	2¾	... ⅞	...
3500	South Speed, Uny Lelant	3	... —	...
4096	South Wheal Yeoland	¾	... 11s.	...
280	Spearne Moor (copper), St. Just	30	... 30	...
128	St. Blazey Consols, St. Blazey	67½	... —	...
20000	St. Day United (tin & copper)	2	... 2¼	... 1¾ 2
512	St. Michael Penkevil (tin)	2¼	... 1⅜	...
999	St. Minver Consols (silver-lead)	1	... 1	...
1200	Swanpool, Budock	6¾	... 15	...
20000	Tassan (lead), Ireland	½	... ¾	... ¾ ⅞
4944	Tavy Con. (cop.), near Tavistock	3s.	... 1¾	...
6400	Tees Side (lead), Cumberland	1⅜	... 1½	... 1⅜
1000	Tokenbury Con. (cop.), St. Ives	3¾	... 6¾	...
12000	Trannack and Bosence, St. Erth	7⅜	... 6	... 5 5⅜
10000	Trannack Consols (tin, copper)	⅛	... 1	...
1024	Trebarvah, Perranthnoe	3½	... 7	... 6 7
4096	Trebarget United (lead) St. Teath	1⅜	... 2¼	...
600	Tregardock (lead), St. Teath	6	... 13	...
4096	Trebell Con. (tin, cop.), Lanivet	£1	6 ... 6s.	...
10000	Treloggan, St. Colomb Minor	1¼	... 2	...
5000	Treluswith (copper), St. Erth	£1	16... 3½	...
8900	Trenault (lime, copper)	1	... 1	...
3100	Ditto Preference	1	... 1¼	...
10000	Trevalga (slate), Boscastle	1	... 1¼	...
2048	Trevelyan (tin, copper)	3½	... 2¾	... 1⅜ 2
2500	Trevenen (tin), Wendron	1⅜	... 3¼	...
4096	Treweatha	2¾	... 3¼	...
3280	Ty-Maen, Whitford	2	... 3	...
4000	Tyn-y-Worglod (slate), Carnar.	4¼	... 4	...
10000	Tyn-y-berth (slate)	1¾	... 1¾	...
5000	Ulpha United Mines, Cumberl.